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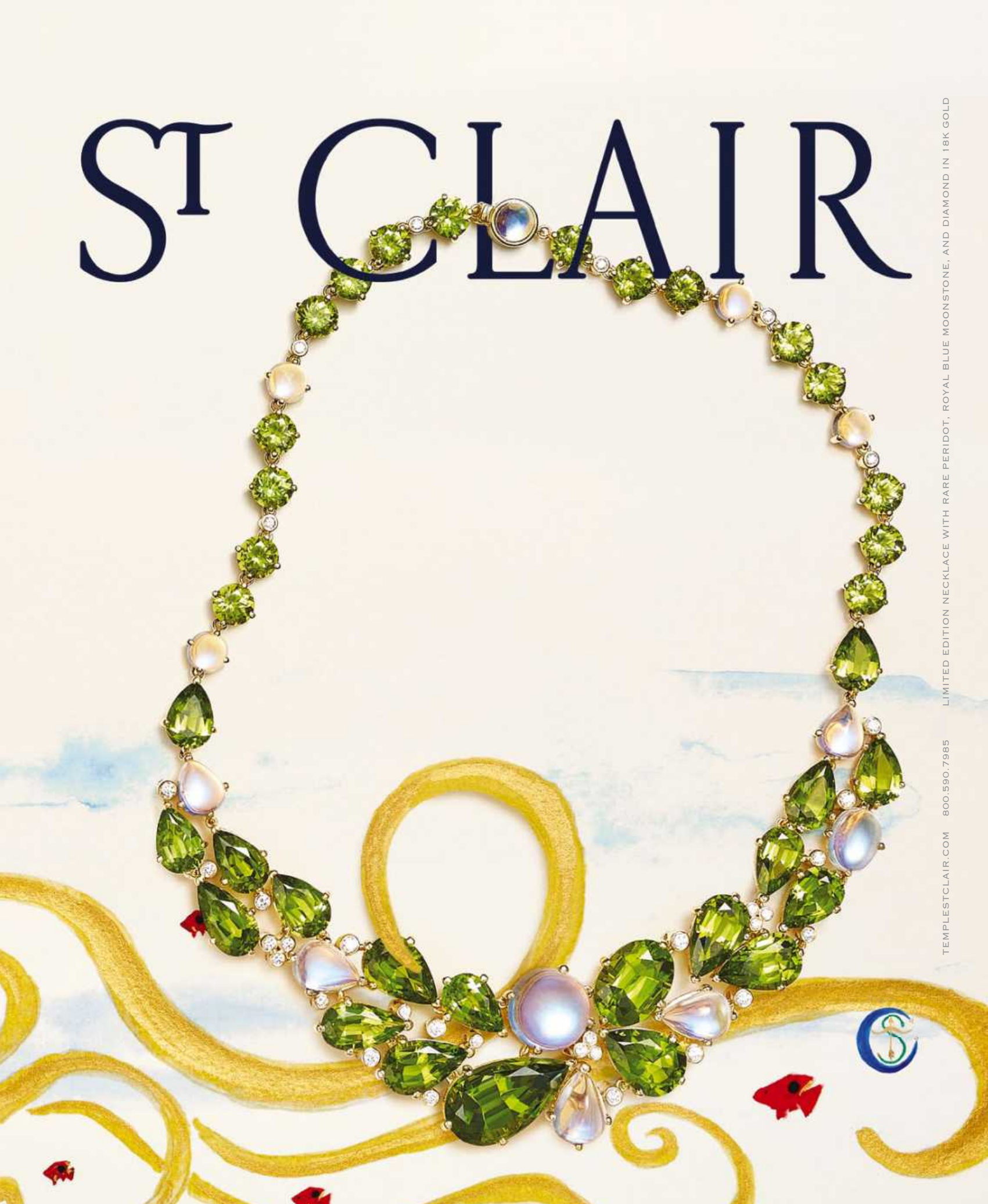

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RoMEA / Page 78

Beam 41' 4" | Gross tonnage 2,312 | Max speed: 16.9 knots | Engines: 2 x Caterpillar 3516C | 12 guests, 23 crew

Designer: Terence Disdale Design
Construction: Steel, aluminum
Builder: Abeking & Rasmussen | Germany
Launched: 2015



Length: 268' 4"

ROCK.IT / Page 104

Beam 35' 5" | Gross tonnage 1,052 | Max speed: 15 knots | Engines: 2 x 1,600-hp MTU 12V 4000 M53R | 10 guests, 12 crew

Designer: Sinot Exclusive Yacht Design
Construction: Steel, aluminum
Builder: Feadship | The Netherlands
Launched: 2014



Length: 197'

Moka / Page 90

Beam 30' 10" | Gross tonnage 460 | Max speed: 16 knots | Engines: 2 x Caterpillar C32 ACERT | 12 guests, 8 crew

Designer: Francesco Paszkowski
Construction: Steel, aluminum
Builder: Sanlorenzo | Italy
Launched: 2015



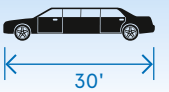
Length: 138' 5"

88' Domino Super / Page 138

Beam 20' 8" | Gross tonnage N/A | Max speed: 38 knots | Engines: 2 x 2,435-hp MTU 16V 2000 M93 | 8 guests, 4 crew

Designer: Mauro Micheli, Officina Italiana Design
Construction: GRP
Builder: Riva – Ferretti Group | Italy
Launched: 2015





Length: 88' 1"

ILLUSTRATIONS: PETER GLAHN (ROMEA, ROCK.IT, MOKA)

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197-foot *ROCK.IT*,
photographed by Visions Photography

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EDITOR'S LETTER



I was snorkeling alone, somewhere in an isolated part of the far north Great Barrier Reef, relishing the diverse colors of pristine corals, when out of the clear blue it came. A good-sized stealthy shark was upon me. I had what many consider a healthy reaction and swam for my life. But it was time for a reality check: While this species of whitetip reef shark is not quite as docile as the nurse sharks that inhabit my home waters of Florida, it's close to it and rarely aggressive toward people.

It's hard after growing up with *Jaws* not to expect you'll become the loathsome beast's next meal. In this issue, I learned how this deep-rooted fear is contributing to the animal's demise and throwing our ocean's delicate ecosystem off balance. Turn to "The *Jaws* Effect" on page 100 to find out more.

Our March issue has two seemingly opposed themes — bespoke luxury and an eco focus — yet, like everything else in this world, luxury and ecology are deeply connected. More countries are embracing ecotourism for the future and a healthy sea is a big draw. Head back with us to the Great Barrier Reef where you can take in the undersea world from one of the ultra-luxurious island resorts featured on page 158. And if you see a shark, relax and consider yourself lucky.

Kate Lardy

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112

We Told You So

Buzz from the Miami Boat Show says the 112 isn't what people expected. It's more. With a fold-down bulwark outside the dining room and lavish space for 10 owner/guests, it's definitely more. More still: she's got Ocean Alexander's legendary engineering under her skin.



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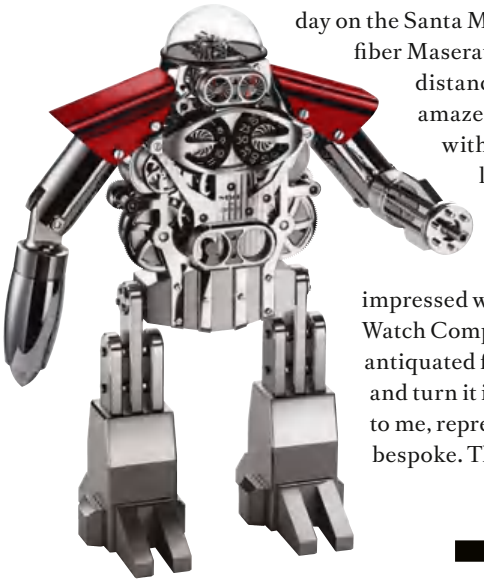
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Jon Alain Guzik



▸ ***Jon Alain Guzik*** is an entrepreneur who, through his rabid love of watches, moonlights as *ShowBoats International*'s watch columnist. He lives in Hollywood Hills, California, with his wife, Nicole, and his daughter, Ruby. His writing has been featured in *The Hollywood Reporter*, *Los Angeles Magazine* and *Business Insider*.



Best time on the water? I recently spent a crystal-clear day on the Santa Monica Bay with the 70-foot carbon fiber Maserati VOR70, one of the fastest-distance monohulls ever built. I was amazed at how the crew worked in unity with the yacht and each other; it was like a complicated timepiece. Each move was measured, perfectly timed and executed.

Why turn to page 61? I was really impressed with the young, smart team at Vortic Watch Company and their ability to take an antiquated family heirloom like a pocket watch and turn it into something modern. Vortic, to me, represents a new take on the idea of bespoke. They also look great on a wrist.

▸ ***Marty Sutter*** is an investor in emerging life sciences companies. He and his wife, Lisa, split their time between their homes in the BVIs, Michigan and Texas. He has a modest collection of Porsche 911s and Swiss watches, though he doesn't consider himself a "car guy" or a "watch guy." He is a "boat guy" though, particularly fond of classic/historic boats.



Marty Sutter

Most memorable yachting trip? Although I have captain and crew, I always pilot my boats myself when aboard, even in the most challenging conditions. My most memorable was piloting the classic Burger *Chanticleer* from Mustique to St. Martin over two longs days at 10 to 12 knots in 12- to 15-foot heavy seas. I wouldn't want to do that again!

Why turn to page 25? I was inspired to write about our love of the North Sound of Virgin Gorda in the BVIs because it is such a special and extraordinary place! My wife considers it "home," and she is very well-regarded by the locals. North Sound is currently in the midst of a dynamic transformational stage....

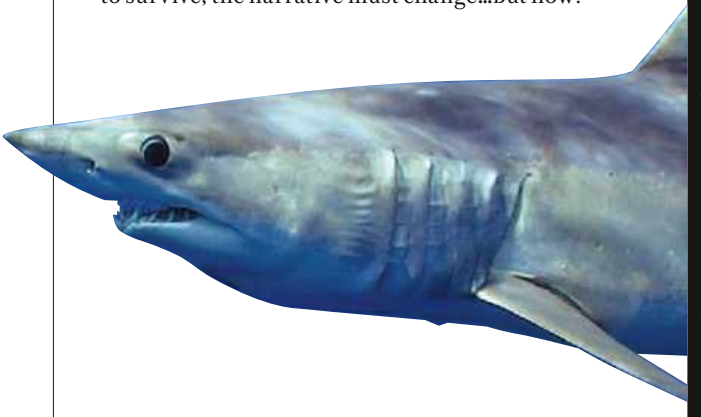
Kelly Sanford



▸ Following a 10-year career as crew, ***Kelly Sanford*** parlayed that experience in 2005 and began writing for *ShowBoats International*, *Dockwalk* and *Boat International* magazines. She has been a frequent contributor ever since.

Most unforgettable boating experience? During a flat, calm delivery back to South Florida from the Bahamas, we spotted a very large fin breaking the surface. Taking the boat out of gear, we tried to coast up close enough to see what was attached to that fin. But the fin would disappear only to pop up moments later in a new spot. This game of hide-and-seek went on until we were finally treated to the sight of a massive great hammerhead. It was the kind of magical experience you hope for when venturing out to sea.

Why turn to page 100? The melodramatic misrepresentation of sharks has the oceans' apex predators in an alarming downward spiral – a "Sharknado" of their own demise. It is hard for many people to overcome "the *Jaws* effect" and become sympathetic toward something so fearsome. Yet sharks are a primordial and essential part of the ocean ecosystem. For sharks to survive, the narrative must change...but how?



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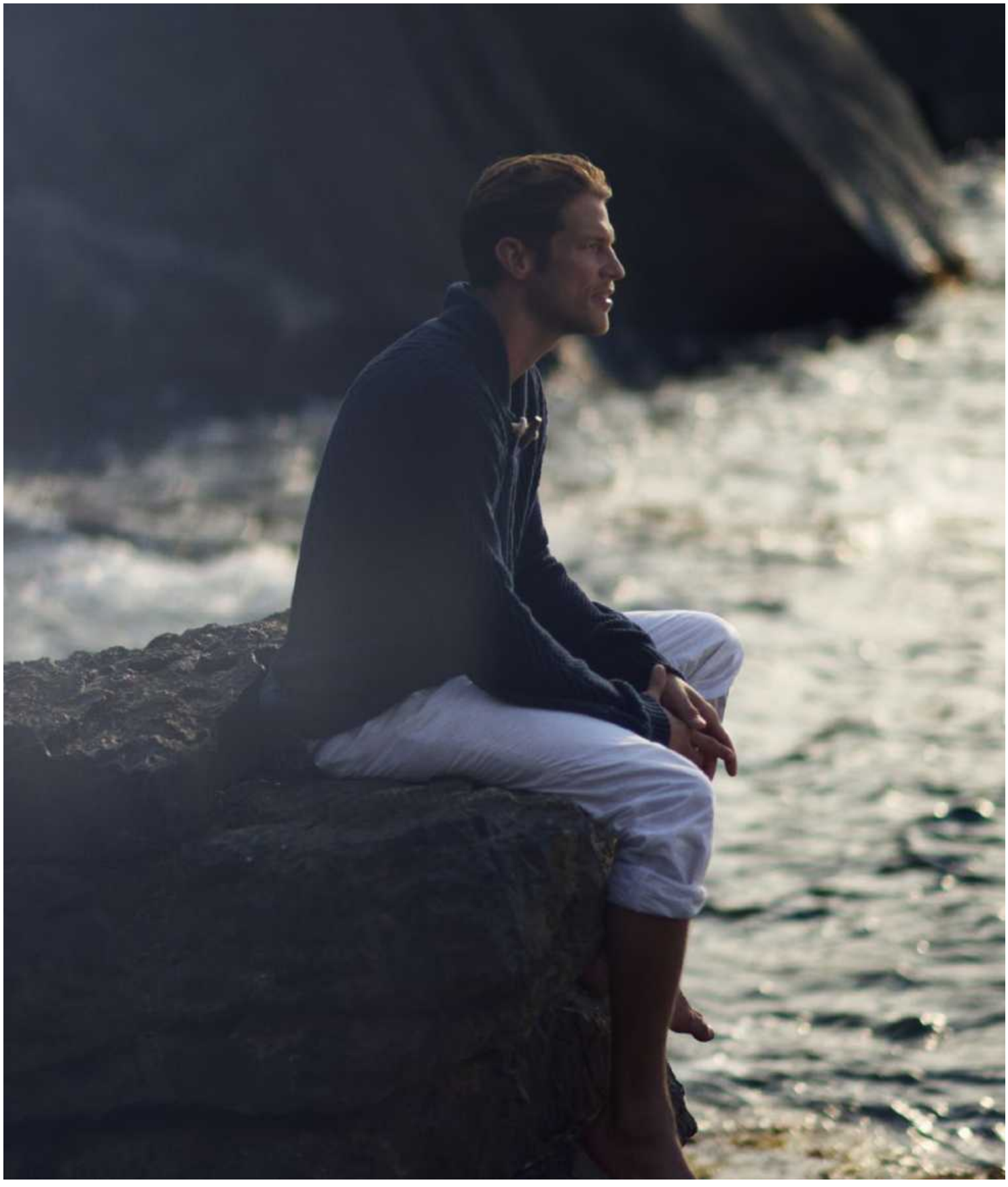
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Gullwings

Automotive meets maritime design

▸ Made you look! That was the intent, of course, for choosing this angle of a 180-foot express cruiser that Gregory C. Marshall Naval Architects developed for a client. Behind this odd-looking shape is a practical solution to conceal the tenders within the sleek and narrow hull of a fast aluminum yacht.

+ FOR MORE NEWS, SEE PAGE 34

This month: Marty Sutter sounds off from the BVIs, Ken Read on winning the perilous Sydney-Hobart, and moving toward a crewless future

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The way I sea it

Marty Sutter moves from his summer home on Lake Michigan to his winter home, what he calls the best spot in all the Caribbean.

Virtually every yacht in the Caribbean makes her way to the North Sound of Virgin Gorda, during the winter season. As the most protected large harbor in all of the Caribbean, North Sound is bounded by such destinations as the Yacht Club Costa Smeralda, the Bitter End Yacht Club and Oil Nut Bay, to name a few. Several privately owned islands, like Necker and Moskito by Sir Richard Branson and Eustatia by Larry Page, complete this archipelago.

On Christmas Day, we looked down from Villa Pegasus and viewed 454-foot *Rising Sun*, 295-foot *Nero*, 279-foot *Solandge* and 252-foot *Silver Fast*, all at anchor below our perch. The following days brought 533-foot *Eclipse* and 290-foot *Infinity*. Of course, there was also an impressive array of magnificent sailing yachts as well, including 192-foot *Seahawk*, 188-foot *Twizzle and* 184-foot *Panthalassa*.

New Year's Eve is always most extraordinary in North Sound. There are typically more than 50 megayachts at anchor for the occasion. The motor yachts light up the azure blue water below, while the large sailing yachts illuminate their massive rigs soaring 100 feet or more into the evening sky. It is quite the spectacle. A dear friend from Scotland once described it as what she had envisioned as a child the mythical city of Atlantis might look like.

As March approaches, I look forward to the 2016 Loro Piana Superyacht Regatta and Rendezvous, hosted by the Yacht Club Costa Smeralda in Virgin Gorda's North Sound. I have participated as owner or charterer in each of the previous events, including being the principal helmsman of *Bolero* in winning our division in 2013 and have chartered *La Bête* (formerly *Rambler*) for the 2016 event. It is an extraordinary event with magnificent yachts, exceptional owners and the BEST venue in the Caribbean. Pier Luigi Loro Piana actively participates in the regatta and is a most gracious host.

We love the many beautiful shades of blue that the Caribbean displays during the winter season and have made a number of down-island voyages over the years. We certainly have our favorite islands, ports and anchorages; however, we are often more intrigued to learn what our guests' picks are, and we always request a "1-2-3" ranking at the end of each voyage. It would be easy to expect that many would choose the more obvious destinations such as St. Barths, St. Martin, Antigua and Anguilla, yet we have been pleasantly surprised to see most of our guests enjoying some of the less obvious choices. Among the most special places and memories are the majestic waterfall and hidden pools of Dominica, the "civility" of Mustique and the simple being of Isle des Saintes.

We certainly have our favorite islands; however, we are often more intrigued to learn what our guests' picks are, and we always request a "1-2-3" ranking at the end of each voyage.

We were at anchor in Isle des Saintes shortly after the global financial crisis of 2007-08, and, out of curiosity, I asked a café owner in my modest French if her business was down or the same? Her response, "Yes, no, maybe?" An elderly fisherman walked down the same street every morning on his way to his boat, smiled and acknowledged everyone who hailed him, then went about his daily business of catching fish and providing for his family... likely the same as he had done virtually every day for the past 40 years. It occurred to me that, in the absence of the financial media pronouncing that the "sky is falling," no one in Isle des Saintes seemed aware that there was a global financial crisis. The thought of that brought a calming effect over me, too!

Each one of these voyages has produced wonderful memories and stories that we tell over and over again to anyone who will listen. But the most pervasive memory I have came as a prediction prior to our first down-island adventure. A very good friend, an owner of the classic yacht *Blue Guitar*, told me in advance of that first trip, "You will have the trip of a lifetime; you will visit places and have experiences that you will talk about for years to come, but, when you return to North Sound, Virgin Gorda, you will realize that the best place of your journey was the place from which you started, and that very same place to which you returned." Well said!

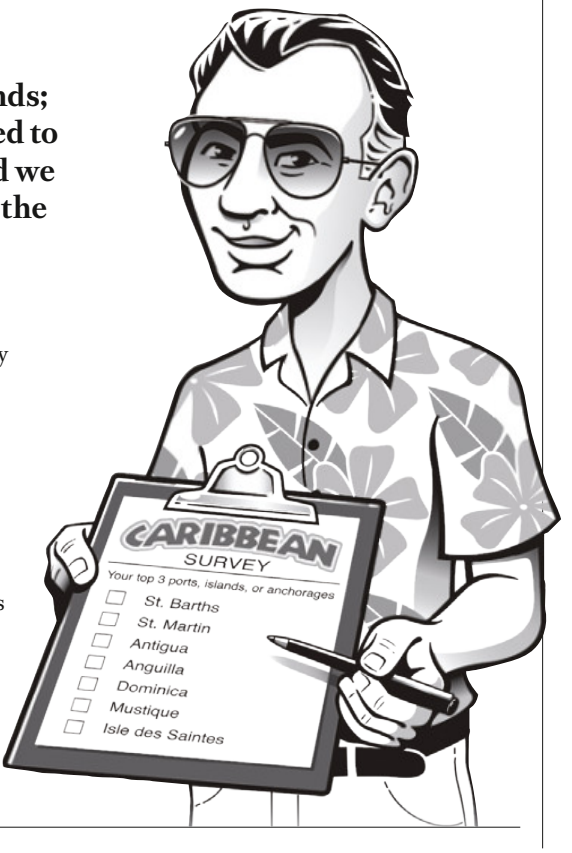


ILLUSTRATION: GARY LACOSTE

No gust, no glory

Supermodel on board, 40 knots of wind and the daggerboard rips off... Skipper *Ken Read* sails us through *Comanche*'s stunning Sydney-Hobart victory.



What makes the Sydney-Hobart race different is how it consumes an entire country. Imagine being crazy enough to schedule a race over Christmas; the Aussies did just that and it is phenomenal to see sailing shown off in that way.

That is why Jim and Kristy Clark want to do it and love it so much. Kristy is Australian, so they have family and friends down there and have done Christmases in Australia since they have been together. Then they built *Comanche*, which was partly to compete in this race. But 2014 was a little disappointing – the boat was brand-new and we came second. In some ways, it was miraculous that we made it to the start line at all, but still, we hadn't won it. And Jim and Kristy really wanted to win this race. So we decided to return. We made a bunch of modifications during the year to make the boat a bit better – nothing radical, just lots of little things – and shipped it to Australia.

We showed up a week before, did heaps of practice, looked at some new 3Di RAW sails, broke in our crew (essentially the same crew from the year before), listened to a load of forecasts and off we went. We blazed out of the harbor, first boat out of the heads for a whipping run down the coast, always expecting a strong southerly front to hit us – typical for this race.

What made it a bit different was our very special guest; Kristy Clark decided to do the race with us, which was awesome. It attracted a lot of attention, it was spectacular for the crew and, as it turned out, spectacular for her. She was an incredibly cool addition that we need to find more of in sailing because she is a superstar in Australia and the press loved her!

So, what do you do with your guest when 40 knots blows through? You stuff her in the bunk, pack her in tight and hope like crazy that you get through it. And you hear her ask a couple of times, "Kenny, are we going to be OK?" Yes, I told her, we would be fine, not that I had a clue but we were all hoping!

The front hits and we nail it. We get all our big sails put away at the right time. It makes such a difference having essentially 20 America's Cup and Volvo sailors on board. Of course, this happens in the middle of the night, so it's pitch-black and raining so hard you can barely open your eyes. We get it all tied down and off we go, reaching a 30-mile lead; everything is great. But, as can be the way with sailing, the horrible sound of crunching carbon fiber reverberates around the boat, and the next thing you know all hell breaks loose.

The horrible sound of crunching carbon fiber reverberates around the boat, and the next thing you know all hell breaks loose.

The daggerboard tears off the boat. Hanging on by a couple of Spectra ropes, it starts fishtailing, then smashes into the boat's bottom as we try to slow down. We finally get the ropes cut, but it breaks a chunk of the rudder on the way through and wrecks the steering system inside the boat. It looks like the end of our race. As we start drifting back toward Sydney, I realize (again) why sailing with a bunch of Volvo vets is so priceless. Out come the tools. We got the boat traveling forward rather than backward and the rudder spins around in the right direction, and all of a sudden the guys say they can fix it, maybe....

So an hour later we had a fixed steering system and we rejoined the race, even though we were severely hampered on one tack where we no longer had a daggerboard, reducing our capabilities by about 30 percent. We knew that half of the rest of the race would be upwind on port and the other half on starboard, but we had come too far not to finish. Starboard tack was our Achilles' heel.

It was an unbelievable effort from then on. We were lucky as *Rambler* got a bit dinged up as well with enough damage that we could catch them. On port tack we were awesome; on starboard tack we just survived, but with a bit of luck and navigator Stan Honey making all the right calls. We went from a 10-mile lead to a 12-hour lead, and we got away from the light air that consumed the others behind us.

So there we were going up the Derwent River, Kristy driving her 100-foot Super Maxi with a huge lead; it was dusk, there were hundreds of boats that came out to see us and approximately 10,000 people on shore. It was one of those amazing turnaround stories that are so fun to be part of.

The party went on all night long. It was a surreal moment with Kristy holding the trophy over her head, Jim on board (he joined us for the last sail in), and it reminded me why we do this: for the smiles that were on the Clarks' faces. We, as sailors, are in the "dreams come true" business.

PHOTOGRAPH: AAP IMAGE/ROB BLAKERS

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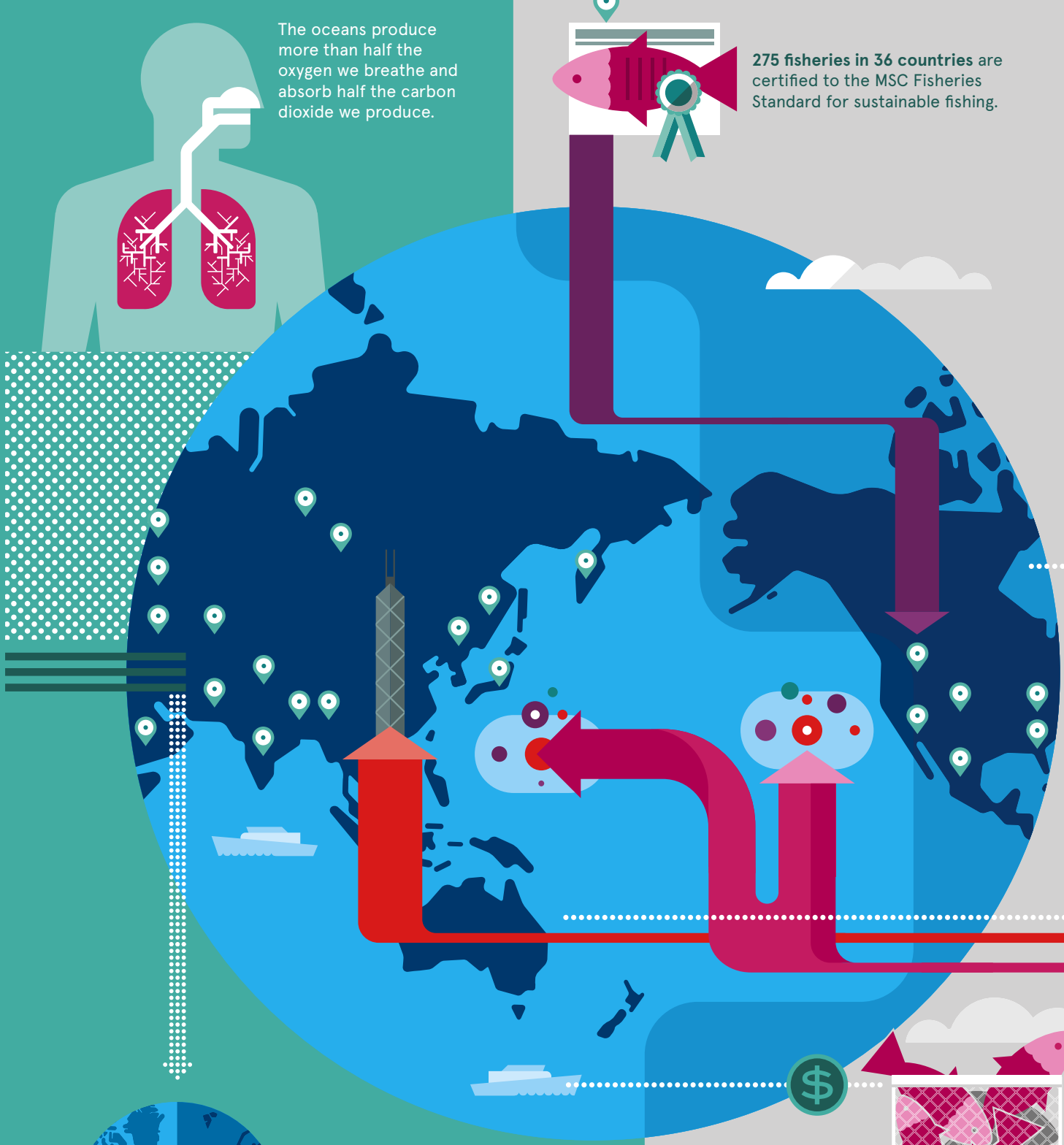
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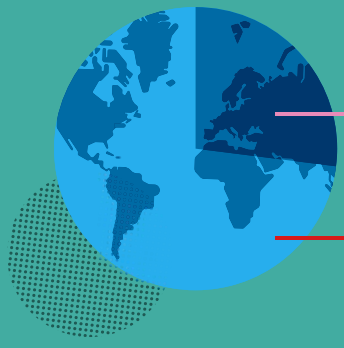
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The oceans produce more than half the oxygen we breathe and absorb half the carbon dioxide we produce.

275 fisheries in 36 countries are certified to the MSC Fisheries Standard for sustainable fishing.





28% 28% of our planet is land
15% of which is under protection

72% 72% of our planet is ocean
2% of which is under protection

Poor management, inefficiencies and overfishing in marine fisheries were costing $50 billion per year, according to the World Bank in 2015.

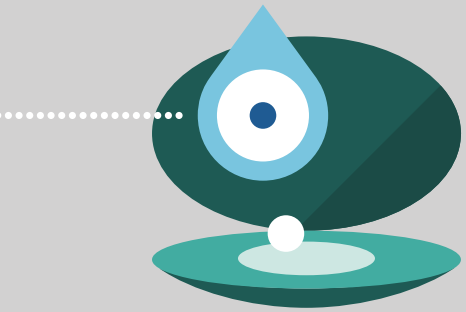
Infographics - Fernando Volken Togni

DANGER IN THE DEEP

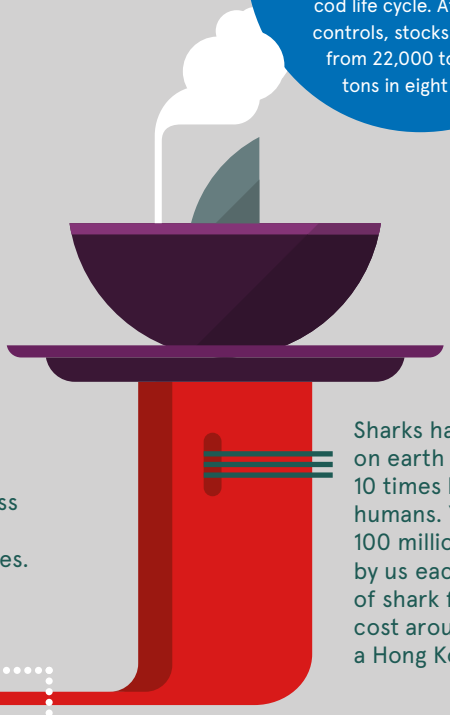
Trouble is brewing below the surface of our yachting playground, due to overfishing and pollution. Ocean preservation is a matter we can't afford to float over.

A little good news...
Between 1996 and 2006, annual cod catches in the North Sea fell from 88,000 to 22,000 tons — bottom trawling badly affects the cod life cycle. After strict controls, stocks rocketed from 22,000 to 77,000 tons in eight years.

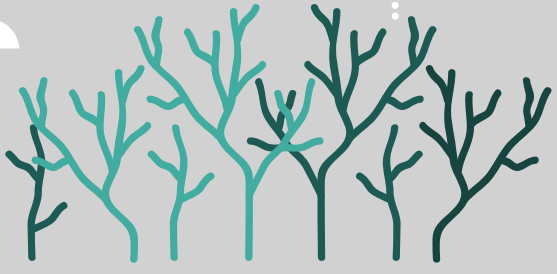
...and a lot more
After years of heavy hunting, in the 1960s humpback whales in the Southern Hemisphere started to disappear. In the mid 1960s, only 200 were counted off the Queensland coast, down from thousands. In the 2015 migration season, after decades of an Australian hunting ban, 26,000 whales were counted off the Queensland coast and the Australian humpback population is increasing by 11 percent a year.



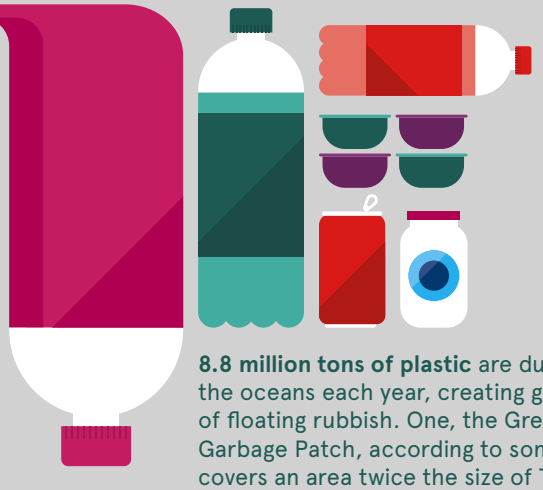
A single native oyster can **filter up to 50 gallons of water a day**, removing pollution and cloudiness from sea water and creating healthier oceans for other species.



Sharks have existed on earth about 10 times longer than humans. Yet 60 to 100 million are killed by us each year. A bowl of shark fin soup can cost around $90 in a Hong Kong restaurant.



58% of the world's coral reefs are potentially threatened by human activity.



8.8 million tons of plastic are dumped into the oceans each year, creating great areas of floating rubbish. One, the Great Pacific Garbage Patch, according to some estimates, covers an area twice the size of Texas.

In association with

FRASER YACHTS

SILVER YACHTS

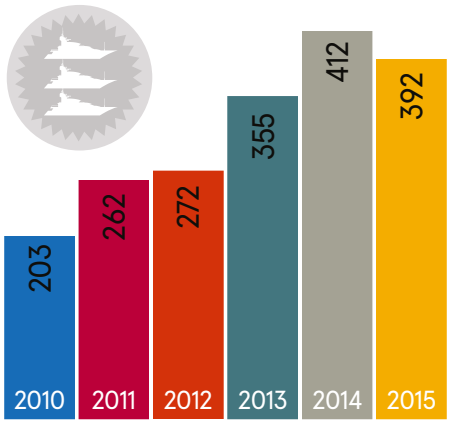




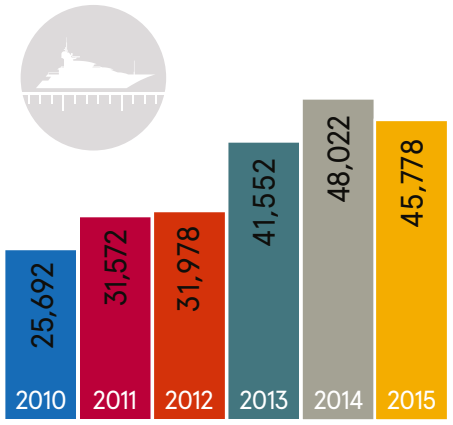
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The informer

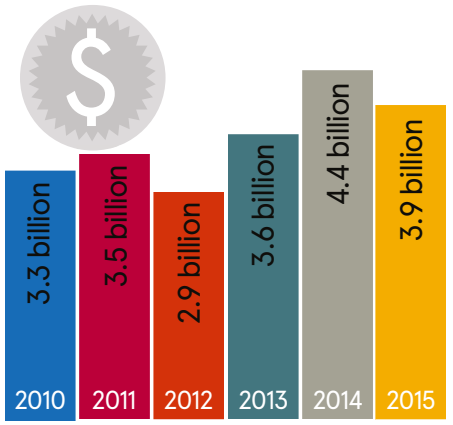
TOTAL YACHTS SOLD, 2010-2015



TOTAL LENGTH OF YACHTS SOLD (FT), 2010-2015



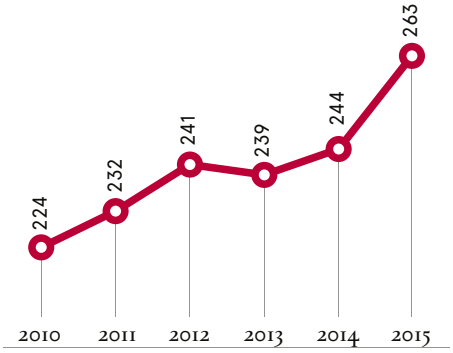
TOTAL VALUE OF YACHTS SOLD ($), 2010-2015



LAUNCHES IN DECEMBER 2015

NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
40M/06		131' 8"	Princess Yachts	UK
131 Yacht		131' 4"	Sunseeker	UK
Paradiso		106'	MCP Yachts	BR
Kohuba		99' 9"	Princess Yachts	UK
28M		92' 4"	Sunseeker	UK
Singularis		89' 10"	Bayliss Boatworks	USA
86 Yacht		86' 3"	Sunseeker	UK
86 Deluxebridge		86' 3"	Outer Reef Yahts	TW
DEY 24		78' 7"	Acico Yachts	NL

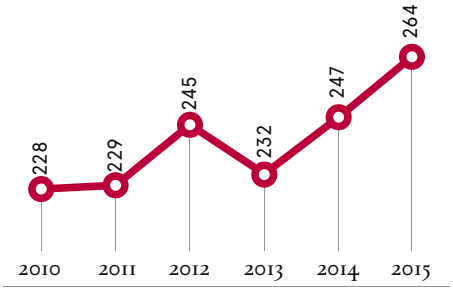
LAUNCHES (2010-2015)



DELIVERIES IN DECEMBER 2015

NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
Unfurled		150' 9"	Vitters	NL
Nikata		114' 8"	Baltic Yachts	FL
Galateia		100'	Green Marine	UK
MacGuffin		96' 10"	PAE - Nordhavn	TW
Fa La Me		93' 3"	Viking	USA
90016		92' 4"	Ocean Alexander	TW
86 Yacht		86' 3"	Sunseeker	UK

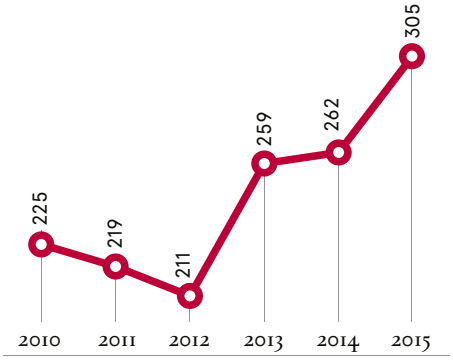
DELIVERIES (2010-2015)



ORDERS IN DECEMBER 2015

SHIPYARD	TYPE	LENGTH	DELIVERY	COUNTRY
Feadship		236' 2"	n/a	NL
Heesen Yachts		163' 4"	2017	NL
Baglietto		157' 5"	2017	IT
Royal Denship		137' 8"	2017	NL
Overmarine		132' 2"	2016	IT
C. delle Marche		110' 10"	2017	IT
MCP Yachts		100' 1"	2017	BR
Pearl Yachts		95' 9"	2017	UK
Van de Valk		88' 6"	2017	NL

ORDERS (2010-2015)





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A small step and a giant leap for B+V



▸ At the push of a button, in the fall of 2015, German superyacht builder Blohm+Voss, heretofore a strictly custom yacht builder, started construction on its first semi-custom project, an 80-meter, on spec. It was "go" for the computer-controlled plasma machine that sliced the first piece of steel toward the construction of Hull No. 1 of the BV80.

Nearly a year before that, in Monaco, Blohm+Voss had unveiled a concept by Eidsgaard Design of a steel and aluminum yacht incorporating the builder's innovative streak and "burst[ing] with wow factors." A little more restrained than some of the yard's iconic custom yachts, such as *A*, and more contemporary than *Lady Moura* (although some of her timeless design features are included,) BV80 also features a highly adaptable layout.

By tapping the young London-based design firm, B+V hoped to spark the imagination of a new generation of owners. Within the yacht's modern lines, accented by two colors, the designers integrated a double-height atrium, a nightclub, outdoor cinema, indoor garden and more. A central core concentrates several technical functions (elevators and exhaust conduit, for instance.)

Engineers did all calculations, and construction proceeded from there with a potential delivery date of April 2018 (a 30-month construction period from first steel cut). Regarding price, B+V's marketing director, Patrick Coote, says, "'We have presented [the project] to more than 100 brokers, and the feedback is that pricing is competitive and accessible and totally in line with the market." *www.blohmvoss.com*

MARCH NEWS

Yacht concepts worth exploring, custom cocktails to cashmere, Robert De Niro eyes Barbuda and new marine sanctuaries.

STYLE IS HER SIGNATURE

A salon overlooking New York's Central Park is the great setting for a collection of fine jewelry designed by Suzanne Belperron, an artist who captured the *Zeitgeist* of the late '20s and '30s. She was rediscovered when some of her pieces turned up in the 1987 auction of the Duchess of Windsor's jewels.

Ward Landrigan, owner of jeweler Verdura, and his son, Nico, fell in love with Belperron's designs and acquired the rights to her archive of more than 9,000 drawings and tracings. Considered one of the first to step away from the classical ideas of jewelry, "she was a trendsetter who didn't give a damn," says Landrigan. Belperron never signed her work saying, "My style is my signature."

Known for her uncanny sense of texture, color and scale, "she was different than her predecessors, and seems to have a huge influence to this day," Nico says.

As well as the Duke and Duchess, loyal patrons and friends included Jean Cocteau, Colette, Lauren Bacall, Clark Gable, Elsa Schiaparelli and Diana Vreeland. Current admirers include Catherine Deneuve and Karl Lagerfeld.

Both vintage and new pieces are for sale at the Fifth Avenue salon, where Belperron's archive of designs and inventory books now reside. *www.belperron.com*

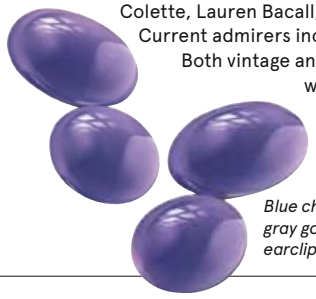
– ***Harriet Mays Powell***



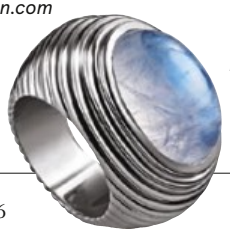
Vintage chalcedony, sapphire and diamond "godrons" heart brooch, price upon request



Blue chalcedony "saddle series cuff No. 1" set with antique diamond bracelet, price upon request



Blue chalcedony and gray gold "gemini" earclips, $29,500



Moonstone and gray gold "bibendum" ring, $15,500



Blue chalcedony and gray gold "abacus" cuff, $68,500



MODERN TIMES

▸ Although Apple and Hermès make very different products, they both have a deep appreciation for quality design. Paris and Cupertino joined forces to create the Apple Watch Hermès. Built in stainless steel with finely crafted leather bands in distinctive Hermès colors and styles, including the Single Tour, Double Tour (pictured) and Cuff, they are truly distinctive.

Prices start at $1,100. Available at select Apple retail and Hermès stores. – ***Harriet Mays Powell***



There she is



The new McMullen & Wing flagship (seen here *sans* mast) recently slipped out of her building shed in New Zealand. A custom project through and through, the 164-footer nevertheless shares some characteristics with earlier yachts built by the Kiwi yard, including *VvS1* (back at the yard for her 10-year survey) and the well-traveled *Big Fish*.

Gregory C. Marshall Naval Architects designed both 147-foot *Big Fish* and this larger yacht as explorers. Built in aluminum, the newest of McMullen's "Diamond series" is expected to reach a maximum range of 6,000 nautical miles. The name of the flagship was not revealed at the launch, per the owners' request. She will undergo sea trials in Auckland before her handover later this spring. *mcmullenandwing.com*

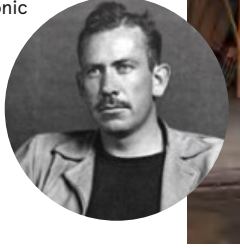
200

years ago this year, the U.S.'s oldest shipyard was born. Happy birthday Hodgdon Yachts!

LITERARY CLASSIC INSPIRES A RESCUE

▸ If not for its history, the *Western Flyer* would have been left to rust. But this 1937 vessel, built by Western Boat Builders in Tacoma, Washington, is more than an old fishing boat. In 1940, writer John Steinbeck (below) and his close friend biologist Edward F. Ricketts chartered Captain Tony Berry's "purse seiner" and headed for the Gulf of California to collect specimens. The trip resulted in a nonfiction book, published in 1951 as *The Log from the Sea of Cortez*, which many consider Steinbeck's best work and a milestone in environmental writing.

The interest in the boat never completely faded. Fundraising efforts to make it a permanent part of California's fishing history attracted a developer, who formulated plans to make it a floating restaurant in Steinbeck's hometown of Salinas, California. While negotiations went on, the boat sank — at least a couple of times. At considerable expense, it was recovered from murky bottoms and taken to Port Townsend, Washington, where it began to attract a constant stream of visitors. Finally, last year, a new owner came forward. John Gregg, a geologist and engineer from California, spent upward of $1 million to buy the boat. It will take many months and at least a couple more million dollars to make it seaworthy again. Gregg's ultimate goal is to use it for science and education and perhaps re-enact the now iconic voyage.





Western Flyer *is undergoing a refit in Port Townsend, Washington.*

New investors for Sunrise

▸ Sunrise Yachts, founded by Herbert Baum and Guillaume Roché in 2007, has greeted 2016 with new investors. An international fund based in Hong Kong and primarily invested in high-end real estate and hospitality, the Diamond Living Private Investment Fund has become the Turkish builder's primary stakeholder.

Major investments expanded the modern facility in Antalya's free zone, enabling the yard to handle larger yachts and refits. More complex projects came Sunrise's way, among them the sleek 25-knot, 223-foot Vallicelli-designed Project Skyfall (pictured), which is under construction and currently for sale. But additional funding was needed for Sunrise to move forward and expand its reach. The new investors make this possible. "It will provide a strong stable base for Sunrise and allow us to offer total security and comfort to our clients. Also this partnership will provide us with the ability to develop our own niche projects to speculate on the market," says Roché. *www.sunriseyachts.com*



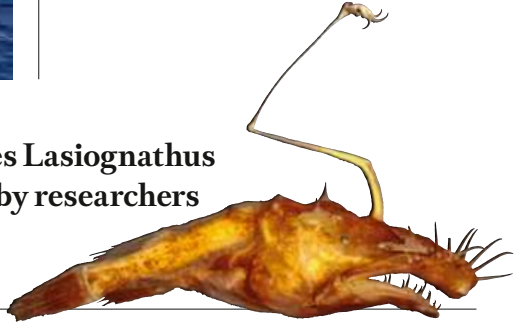
HOT WHEELS FOR COOL CLIMES



The Sea-to-Sky corridor from Vancouver to just north of Whistler in British Columbia is a spectacular road trip in any car, but Thom Boecker and fellow exotic car aficionado Bryan Kohare have some special rides available for visitors to the area. A Lamborghini Gallardo LP560-4, Ferrari F430 Spider, Audi R8 4.2 FSI Quattro and Nissan GT-R are on offer for the 137-mile drive, with photo ops and a chance to swap drivers or cars along the way.

As of April, Scenic Rush adds another option to fuel the day with adrenaline, an aerial tour of the area's granite cliffs and cascading waterfalls. *scenicrush.com* – ***Necee Regis***

3,280 **feet deep in the Gulf of Mexico lives Lasiognathus dinema, an angler fish discovered by researchers from NSU and the University of Washington in 2015.**



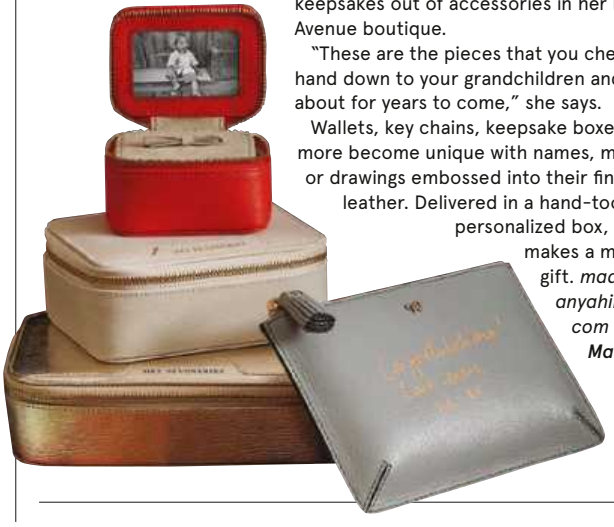
NOW IT'S PERSONAL

▸ Handbag and accessory designer Anya Hindmarch had an international hit when she launched the global sell-out canvas tote bag "I'm not a plastic bag" in 2007. The $8 tote made it fashionable to eschew plastic. More recently, she launched a bespoke service.

"Personalized pieces are the only pieces that really deserve the overused label of 'luxury,'" says Hindmarch, who has a craftsman making keepsakes out of accessories in her Madison Avenue boutique.

"These are the pieces that you cherish and hand down to your grandchildren and talk about for years to come," she says.

Wallets, key chains, keepsake boxes and more become unique with names, messages or drawings embossed into their fine leather. Delivered in a hand-tooled and personalized box, each piece makes a memorable gift. *madison@anyahindmarch.com* – ***Harriet Mays Powell***



Paradise Found again



▸ If Antigua and Barbuba's prime minister has his way, 2016 may be the year an ambitious project backed by Robert De Niro and Australian entrepreneur and yacht owner James Packer gets off the ground on the remote Caribbean paradise of Barbuba, about 30 miles from Antigua.

The Paradise Found development is multifaceted and large scale. Along with a five-star boutique hotel, an eco-lodge and small docks and private moorings for superyachts, the $250 million project would come with a new executive airport and casino license.

Its location is on the now-derelict 251-acre K-Club site (where Princess Diana used to vacation) that fronts one of the Caribbean's most magnificent white-sand beaches.

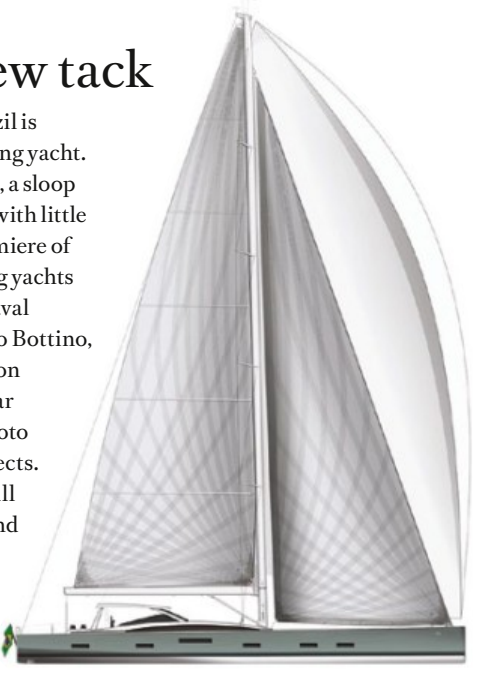
PHOTOGRAPHS: CECILE GAUERT (BARBUDA), DR. THEODORE W. PIETSCH, UNIVERSITY OF WASHINGTON (FISH)

MAKE-YOUR-OWN COCKTAILS



▸ Give the bartender the day off and try these artisanal cocktail kits by Twist Your Spirits to create the perfect "Speak Easy Dirty Martini" or any number of other delicious concoctions. Each kit, created in consultation with award-winning mixologists, includes specific mixers, bitters, garnish, jigger, coasters, stirrers and an easy recipe. Add the alcohol, shake or stir and serve. Twist Your Spirits sources all-natural ingredients from some of the U.S.'s best small-batch, top-shelf producers and is happy to create custom cocktail mixes. Send off your guests with the ingredients to re-create your yacht's signature cocktail. Now that's top shelf. *info@twistyourspirits.com*

MCP's new tack



▸ MCP Yachts in Brazil is building its first sailing yacht. The Silver Bullet 100, a sloop designed to operate with little crew, will be the premiere of a new range of sailing yachts in aluminum. The naval architect is Alejandro Bottino, who recently set out on his own after a 15-year collaboration with Soto Acebal Naval Architects. North Sails Brazil will handle the rigging and hardware. Delivery is slated for 2017. *mcpyachts.com.br*

HOPE FLOATS

▸ 2015 has gone on record as a "stellar" year for the oceans, according to the Pew Charitable Trusts organization's Global Ocean Legacy review with nearly one million square miles committed to the world's marine reserves.

The Easter Island marine park will create a 243,630-square-mile sanctuary around Rapa Nui, home to the famous Moai statues. New Zealand pledged to expand the little-known ocean frontier known as the Kermadec Ocean Sanctuary, while in Australia, the prime minister and British government committed to create one of the world's largest natural preserves around the Pitcairn Islands (a British overseas territory). Lastly, the small nation of Palau vowed to fully protect the vast majority of its marine territory from fishing and mining (reserving a small portion for local fishermen). For a pictorial global view of ocean conservation efforts, turn to page 28.



Spotlight ▸ New to the market



Black Diamond
€3.2 million

▸ The 190-foot *Black Diamond* is listed for sale by **Ocean Independence**. Converted from a tug into a party yacht in 2014, she hosts up to 450 guests at yachting events and has just one double cabin but, her brokers say, she could easily be converted into a support vessel.



CNB 43
€19.975 million

▸ **Fraser Yachts** has listed a 141-foot yacht project with design by Germán Frers. To be built with an aluminum hull and composite superstructure by French yard CNB, she will be Bureau Veritas classed and MCA compliant. Delivery could be in 2017.



Copasetic
$9.9 million

▸ The 141-foot *Copasetic* is jointly listed for sale by **Burgess** and **Fraser Yachts**. Hike Metal Products of Canada delivered her in 2006 with a robust exterior and luxurious interior. ABS classed and MCA compliant, she has five cabins, including a master suite on the upper deck.



Sequel P
$25.95 million

▸ **Burgess** and **IYC** have listed 179-foot *Sequel P* for sale. Built in steel and aluminum by Proteksan Turquoise, *Sequel P* was delivered in 2009 and completed an extensive refit in 2015. An interior in muted sycamore wood hosts 12 guests in six cabins, including a main-deck full-beam master suite.



Only Now
€7.5 million

▸ The 111-foot *Only Now* has been listed for sale by **Edmiston & Company**. Built in wood with a fiber/epoxy-coated cold-molded hull, *Only Now* was delivered by Tansu Yachts in 2012. She accommodates six guests in a full-beam master suite and two twin guest cabins.

PHOTOGRAPHS: SHUTTERSTOCK (CENTER)

On our watch

From concepts to projects currently in build, the future looks exciting.

▸ CMN (builder of *Slipstream* and *Cloud 9*) collaborated with British performance multihull designer Nigel Irens, who's given a radical twist to the expedition yacht with two trimaran concepts called the Origin 575 (188 feet) and Xplore 70 (nearly 230 feet). Adventurers will appreciate their style and extraordinary range – 4,000 to 5,000 nautical miles at 18 knots is more than conceivable, as proven by precursor *Adastra*. Let's hope for takers. *www.nigelirens.com*



Xplore 70 and Origin 575 (inset)

▸ With this 144-foot yacht at the marina, people will want to say, "The fleet is in town." Fulvio De Simoni designed this Sports Utility concept yacht, available to build at Ocea for "less than €20 million," based on an idea by MC Yacht & Co. The Ocea Nemo 44 can carry a couple of tenders, Jet Skis, a small sailboat and maybe a personal submarine (as anything named Nemo should). The range should be around 4,000 miles. *www.mcyachtinternational.com*



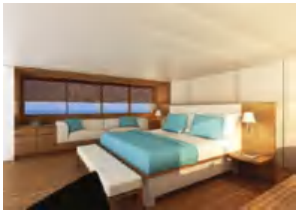
▸ Hoek Design and Claasen Shipyards developed the project design for this Super J, and her needle-nosed hull in aluminum is already built. Vitters is handling the fitout of *Svea*, a stunning yacht based on the original lines penned by Swedish designer, sailor and builder Tore Holm in 1937. She was one of the few original J designs yet to be built, and at 143 feet, the largest. *www.hoekdesign.com*



▸ Just sold, this 134-foot yacht is shaping up at the CCN yard (formerly known as Cerri Cantieri Navali and part of the Gavio Group) in Italy for an American owner. Unconventional design stems from Italian firm Studio Sculli, who shaped the steel hull and aluminum superstructure, as well as developed the attractively modern interior concept that includes an upper deck owner's suite. Range at 10 knots should exceed 5,000 nautical miles. *www.cerricantierinavali.it*









Custom cashmere

▸ In honor of its 200th anniversary, the famous cashmere house Pringle of Scotland launched a service online called "deconstructed." Available for men and women are several silhouette options and color choices for the body, back, each sleeve, collar and bottom trim. The house's famous argyle pattern comes in either the traditional version or a more contemporary arrangement that features randomly colored diamonds. Initials further personalize each design. A virtual prototype allows a final look before knitting starts. *www.pringledeconstructed.com* – ***Harriet Mays Powell***







YES, YOU CANNES: A NEW SUMMER TREAT

▸ Nothing but luxury products — cars, jets, helicopters, yachts (of course), but also art, watches and jewels, as well as exquisite accessories from companies such as Sabrina Monte Carlo and T.T. Trunks — will be on display on the French Riviera for the inaugural Cannes Collection event, June 2 to 5.

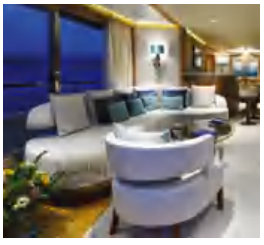
"There won't be any technical products like at boat shows," says the event's co-founder, Eric de Saintdo. "We want to create an event that speaks to passion and excitement....Seventy percent of the products shown will be available to purchase. 'Want it now, buy it now,'" he says. "The idea is to be able to treat yourself for the summer season."

Located primarily at the historic port of Cannes on the famed Croisette near the Palais des Festivals, home of the Cannes Film Festival, (with helicopter transfers available to see jets at nearby Mandelieu airport), Cannes Collection takes place just after the Monaco Grand Prix (May 26 to 29). *www.cannes-collection.com*





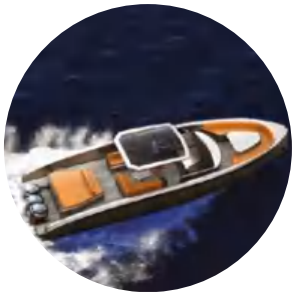
Stripes
Without the stars are hot this spring. This breezy number by Ralph Lauren translates easily from the beach club to the yacht club.



Curves
And not just on the Titian hanging on the wall, curves are what's in now for furnishings from the home to the yacht, as seen here aboard Solis.



Virtual reality
How do you translate one of the hottest tech trends to the yachting world? Yacht builder Dominator lets clients see the future with a virtual walk-through of its Luminen project.



Dual console
Competing for the helm? Chris-Craft recently unveiled a new dual console, and Vanquish adds its European sensibility to this (pictured) 46-foot dual console designed for the Americas.

What's hot & what's knot





Boat on the rocks
A Sea Ray got stuck on a seawall in the Oakland, California, estuary. Graciously facing TV cameras, the owner called the incident "a little embarrassing" and vowed not to return for "a long while."



Industrial chic
Designers from L.A. to New York sound a not-so-fond farewell to the clangy metal and naked wires look favored by millennials coast to coast.



NOxious fumes
As of January, stricter IMO Tier III rules are in place that crack down on marine diesel engines' NOx emissions.

Simply bright



▸ Greek interior designer, yacht owner and *ShowBoats* Design Awards judge Ioanna Marinopoulos debuts a bold line of indoor/outdoor lamps called the Spartan Glory Collection. The lamps pair a chunky metal base and support column in silver or brass finish with one, two or three polished marble blocks. The lighter marble cubes are backlit to cast a soft ambient light in addition to or in place of the main lamp. Heights, including the unique shades, are 32 inches to 55 inches. A line of marble floor lamps is in development. *www.ioannamarinopoulos.com* – ***Marilyn Mower***

NEW LEASE ON LIFE FOR IRAQI YACHT

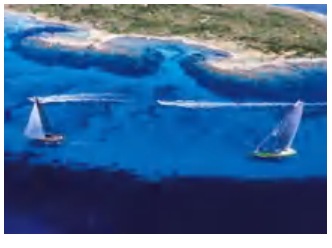


Basrah Breeze (ex-*Al Yamamah* and *Qadissiyat Saddam*), once associated with late Iraqi leader Saddam Hussein, has a new lease on life. Researchers of the University of Basrah's Marine Science Center will use the former yacht to monitor changes in Iraqi coastal waters.

The Marine Science Center was established in 1981, the same year that Danish yard Helsingor Vaerft delivered the opulent 270-footer built for Hussein. The timing was not great. Hussein was waging war on several fronts and he never used the yacht, preferring to gift it to the Saudi ruler at the time. Following Hussein's death, legal wrangling ensued over the boat's ownership, and in 2008, a French court was asked to rule on it. Renamed *Ocean Breeze*, the yacht was listed for sale and was moored in Nice. After the court's ruling in its favor, the Iraqi government returned the vessel to Iraq.

The researchers are now investigating options to finance exploration of the northern reaches of the Persian Gulf on their new boat.

MARK YOUR CALENDARS



Loro Piana Superyacht Regatta
Porto Cervo, Sardinia | June 7-11

▸ The Wally fleet will join in the fun of this well-attended regatta in Porto Cervo, which, since 2008, has kicked off the Mediterranean sailing season. Attracting an ever-increasing fleet of sailing yachts, the event returns with racing and land-side activities at the Yacht Club Costa Smeralda. Register online now at *loropianasuperyachtregatta.com*.



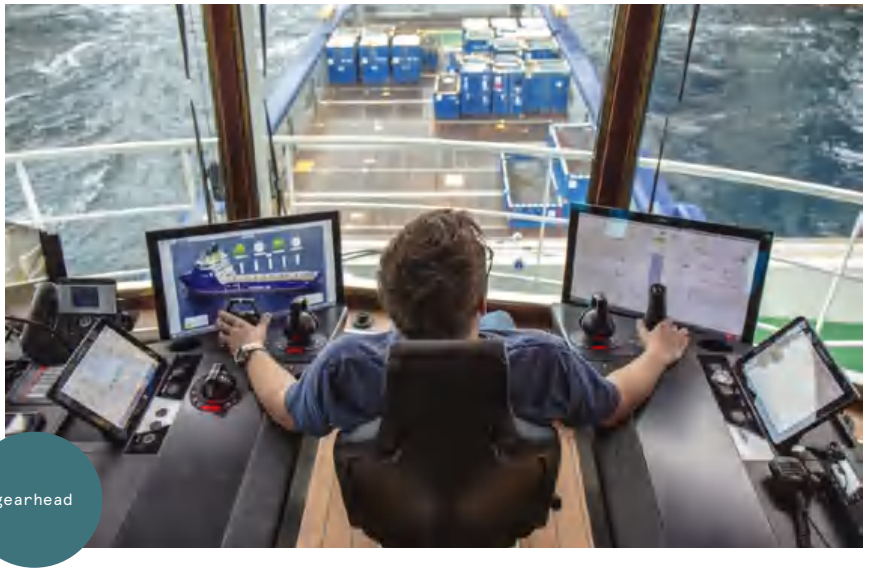
Superyacht Rendezvous
Montenegro | July 7-9

▸ The Superyacht Rendezvous Montenegro 2016 edition will offer yachts an opportunity to discover the exquisite Montenegrin coastline with a Cruise in Company, one of several fun events just confirmed for July. To view the program and register online, visit *superyachtrendezvous.com*.

PHOTOGRAPHS: RALPH LAUREN (TOP LEFT), THIERRY AMELLER (TOP RIGHT), INGIMAGE (BOTTOM FAR LEFT AND RIGHT), KPIX TV (BOAT), JEFF BROWN/BREED MEDIA (LORO PIANA AND MONTENEGRO)

Flying Dutchman

So the boat's costing you more to run every year. Could this be the solution?



gearhead

Imagine an ocean full of ships...ships with no humans on the bridge.

None.

Imagine it.

There is little doubt that, regardless of arguments for or against it, the maritime industry will use autonomous ships in day-to-day operations someday. Automation will also find its way in other segments of the maritime industry.

The president of Rolls-Royce's formidable marine group, Mikael Mäkinen, is among industry leaders who have predicted that by 2025 we will have reached a level of automation that soon after might well lead to total autonomy. Proponents of high-level automation, including the forward-thinking president of Palladium Technologies, Mike Blake, note that many of the building blocks needed for autonomous operation already exist and that automation has its place in the yachting industry.

It is simply a matter of time. Consider ...

... A project called the Maritime Unmanned Navigation through Intelligence in Networks. Financed by eight European partners, its aim is "to develop and verify a concept for an autonomous ship," or as the consortium defines it, a vessel primarily guided by automated onboard decision systems but controlled by a remote operator in a [shore-side] control station."

... A joint effort by the United Kingdom and France to develop a maritime unmanned mine countermeasures system has spawned a company called ASV, which has now developed and delivered for testing its second version of the Halcyon Unmanned Surface Vehicle (USV).

... A start-up called Buffalo Automation Group in Upstate New York is already testing its equipment in a proof-of-concept 16-foot catamaran. Their autonomous technology is predictive, meaning that it "fuses real-time data, such as weather conditions and obstacles in the water, with nautical charts and other static information to preempt any threats to the boat and its course of direction," says a University of Buffalo spokesman.



The ultimate aim, in a not-so-distant future, is to develop a commercially viable product designed to improve safety in the leisure boating industry.

Understand, this is not science fiction.

In this country, the National Institute of Standards and Technology, the U.S. Army Corp of Engineers, the U.S. Department of Defense and others have already developed standards and guidelines for the various levels of autonomy required for unmanned systems – a catch-all term for aerial drones (UAVs), spacecraft, USVs and autonomous underwater vehicles.

Among the most cited goals driving this quest for autonomy are efficiency and safety. The thinking behind many autonomous vessel concepts is that they would run with only a few technicians aboard, which would represent a substantial reduction in crew cost over time. Proponents make the argument that an intelligent vessel will also be more efficient than one run by humans, will pollute less and will be environmentally safer. Will it be possible to mitigate pollution resulting from an accident without the immediate intervention of a trained crew? Time will tell.

In any case, the application of automation in yachting differs greatly from high-tech drones, such as a Predator or Reaper, that carry nothing more than a payload. It is more akin to what would be needed for an airliner or cruise ship. An important part of the yachting experience, Blake notes, is the interaction between the crew, especially the captain, and the owners and guests. In this respect, automation will be a bonus, freeing the crew for the important functions of service and entertainment.

Blake acknowledges that a yacht's mission is far more complex in many ways than, say, a driverless car. "Certainly, [the technology] has got be to proven," he admits, "but when the owner experiences it, perhaps after a safe ride in a driverless limo, and says, 'My life's better from this,' then, it'll be accepted."

So, you might be thinking, "Next thing you know, it'll be like life with the Jetsons: 'Rosie, would you bring over more canapés and Veuve Clicquot?'"

Seriously, you're thinking? Robots? No way!

"Oh, and, uh, by the way, Rosie. These hors d'oeuvres are deeeelicious!"

– ***Mark T. Masciarotte***

Six of the best

Onboard bars



• ***Shemara***
The upper-deck day bar on this 210-foot classic is the ultimate indoor-outdoor space, with open vistas and sheltered seating.



• ***Solandge***
A chic lighting design on the sun-deck bar of this 279-foot Lürssen creates a glamorous evening hang-out.

• ***ROCK.IT***
Backlit honey agate at the bar warms the ambience of this 197-foot Feadship's whole skylounge.

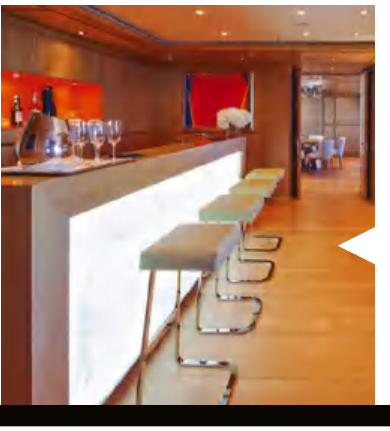




• ***MySky***
The huge LED screen in the bar attached to the main salon makes it a show-stopping spot for pre-dinner drinks on this 167-foot Heesen.



• ***High Power III***
A jewel box-like bar on this 230-foot Rossinavi is studded with lights inspired by sea urchins.



• ***Chopi Chopi***
Bright, warm tones from the back of the bar on this 262-foot CRN are picked up in nearby artworks and upholstery.

PHOTOGRAPHS: JEFF BROWN (TOP LEFT), JIM RAYCROFT (CIRCLE), EMILIO BIANCHI (CENTER RIGHT), MAURIZIO PARADISI (BOTTOM RIGHT)



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BOAT LIFE

STYLE, DRINKS, INTERIORS, BEAUTY, SPEED AND WATCHES



This month: Customize everything from fashion to fragrance, and the little lux watch company that got Larry Ellison's attention

PHOTOGRAPH: GETTY IMAGES/JACK GAROFALO

The story behind the picture



He was the Master of the Deep. And while the "deep" in this sense refers to the ocean, it has double meaning. You see, French underwater explorer Jacques Cousteau also had secrets...deep secrets.

The first regarded his expedition vessel, *Calypso*. Originally a WWII British minesweeper, and later a ferry in Malta, she was purchased by an anonymous millionaire in 1950, who promptly leased her to Cousteau for just one franc a year on the conditions that Cousteau never reveal his identity nor ever ask him for money.

The other secret revolved around his personal life. It seems *Calypso* got her name from Homer's mythological nymph who kept Odysseus captive on her island for many years – away from his wife, Penelope – to make him her immortal husband. Ironic, since Cousteau's life had some parallels. In 1937, he married Simone Melchior, who later also became his business partner. A few decades later, Cousteau began a secret relationship with Francine Triplet, 30 years his junior. He fathered two children with Triplet before marrying her in 1991, a year after his wife's death.

In the '60s and '70s, Cousteau made *Calypso* famous, featuring her in his TV documentary series, "The Undersea World of Jacques Cousteau."

In January 1996, *Calypso* was in Singapore when she was hit by a barge and sank. The ship had to be pulled from the water by a crane for extensive restoration. A year later, Cousteau died at age 87. After his death, it was revealed that the owner who leased him *Calypso* was none other than Irish millionaire Thomas Loel Guinness, of the famous brewing family.

For the last two decades, legal disputes have clouded *Calypso*'s future. But Cousteau's widow, Francine, president of the Cousteau Society, recently announced plans for a full refit of *Calypso* so she can once again return to the sea.



PHOTOGRAPH: GETTY IMAGES/JACK GAROFALO (TOP LEFT)

Story time

Giles English and Bremont are part of America's Cup history – much to his surprise, as he tells *Peter Howarth*.

English by name and self-deprecating by nature, Giles English seems almost bewildered by his small British watchmaking company's participation in sailing's highest-profile global circus. He is one half of the fraternal duo that founded Bremont in 2002. So how exactly did it become the official timekeeper of the America's Cup?

"We were approached by Russell Coutts, who heads up the America's Cup, and Larry Ellison [owner of Oracle Team USA, the holders of the trophy] and they said, 'Do you want to be the timing partner of the whole America's Cup?' And we thought this was a joke. This is a job for the big boys, surely?"

They weren't joking and Bremont, somewhat unusually, is now not only official timekeeper of the whole event, but also the watch sponsor of Oracle Team USA.

"'Do you want to be the timing partner of the whole America's Cup?' We thought this was a joke."

"Larry loved what we were doing and said, 'I want to tell the history of the America's Cup: Obviously the first race was in England, in 1851, and there's this amazing history. You're very good at telling historical stories so would you do an America's Cup collection?'"

To put this into perspective, previous timekeepers for the Cup have included global brands such as Louis Vuitton, and among the other team sponsors in the current competition, the 35th, are the Swiss watch companies Ulysse Nardin and Omega.

The tale behind the founding of Bremont is a great, though tragic one. The boys' father, Euan, was an engineer, former RAF pilot, successful businessman and, in later life, restorer of vintage aircraft. He was flying in an aerobatic display in 1995 with Giles' elder brother, Nick, in a WWII Harvard when he crashed. The accident proved fatal for Euan,

the pilot, while Nick was badly injured, breaking 30 bones.

The death of their father prompted the boys to give up their jobs in the City of London to run the family aviation restoration business and then, in 2002, to launch Bremont. The name comes from a French farmer in whose pea field the brothers once had to make an emergency landing. Monsieur Bremont, a World War II pilot himself, showed them great hospitality and reminded them of their father. When they were struggling for a name for their company, they remembered him and decided to commemorate their meeting.

Since then Bremont, which has its base in Henley-on-Thames in Oxfordshire, has flourished and today has stores in London, Hong Kong and New York. Its watches manage to be both rugged and sporty, elegant and dressy, a combination that gives them a very particular, and peculiarly British aesthetic.

Other stories to which the brand can lay claim include creating a new collection of watches for the 2014 British spy movie "Kingsman" after its director, Matthew Vaughn, and his wife, supermodel Claudia Schiffer, came into the brand's Mayfair store to browse. There have also been special-edition watches for flying regiments (servicemen send English "selfies" of their wrists sporting Bremont watches in the cockpits of their jets and even U-2 spy planes) and a series of limited-edition models that incorporate small pieces from historic machines. These have included the first powered aeroplane (the Wright Flyer), a 1944 Mustang, a famous 1942 Spitfire Mk V and – switching to a nautical theme – even Admiral Nelson's HMS *Victory*.

Given this history of creating commemorative pieces, it's no surprise that English took up Ellison's idea of celebrating the America's Cup with the launch of a dedicated collection of watches. And, as English explains, the water is not such alien territory to him. "Bremont is known for its aviation, but I actually trained as a naval architect and, when we were kids, Dad built a boat for us to live on. We've always loved sailing and I was convinced that this America's Cup was going to be on a different level.

"I'm obsessed by the whole period of the Cup in the '30s and '40s and the J Class yachts that competed, especially *Endeavour*, the British J Class that almost won and was owned by Thomas Sopwith, the aviation manufacturer who was an obsessive sailor. So we designed one watch that tells the story of that classical elegance of the America's Cup." This – the AC I – is a polished steel dress-style watch. The AC II comes as a chronograph in rose gold. There's also a sports style, the stainless steel, water-resistant-to-500-meters Oracle I, which is worn by the U.S. America's Cup team. There's a GMT second time-zone model, too – the Oracle II – made from aviation-grade titanium. "These are sailing watches – Faraday cage, vibration mount and purely mechanical – it's all very technical, very lightweight; they're very robust, made using really interesting materials," explains English.

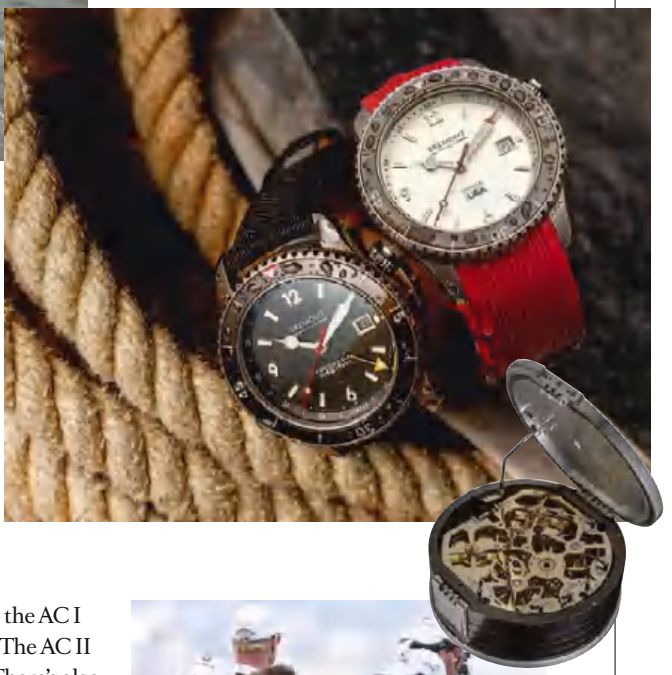
The two models of Bremont America's Cup watches perfectly embody the duality at the heart of this company. On one hand, there is real respect for and love of heritage, and a desire to place Bremont within the history of precision watchmaking. On the other, there is a fascination with new technology and an enthusiasm for pushing the boundaries.

Indeed, for Bremont, whose tagline is Tested Beyond Endurance, the America's Cup is really one big R&D laboratory. "This is the only team extreme sport. These guys are sailing 45 knots in an amazing piece of kit," says English. "The wing sails have all been built by Airbus and so aviation and sailing are really connected here."

Of the Oracle Team USA crew, English says, "They are perfect ambassadors because they're sailors, they're engineers, they're adventurers." A bit like the man himself.







Left: Young Giles and Nick sailing with their father, Euan. Below: the Oracle II (left) and Oracle I. Inset: the B2 Marine Chronometer







Above: Larry Ellison's Oracle Team USA sport Bremont Oracle I watches. Left: The Kingsman Special Edition in rose gold, as worn by actor Colin Firth (below).

PHOTOGRAPH: GETTY IMAGES

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Drinks

A toast to you!

Why shouldn't your wines and spirits, like your suits, be made just for you? *Malachy Duffy* tells us how.

"Bespoke," meaning "made to fit a particular person," was once chiefly applied to the suits crafted by the famous tailors on London's Savile Row. But in recent years, the word has acquired a much wider range of applications. Even wines and spirits can now be purchased according to your own specifications.

Champagne By You
Festive occasions will be even more merry when you toast them with your own Champagne. Working with producers who grow their own grapes to make small-production Champagnes, Champagne By You will send you a tasting pack with examples of six classic Champagne styles. You select your favorite. Then, working with their designers, you create a custom label. The bottles are labeled and shipped to you for approximately £2,250 per 24 bottles. *www.champagnebyyou.com*

Glenfiddich
If you prefer Scotland's single malts, visit the Glenfiddich website. Under the direction of Malt Master Brian Kinsman, the distillery has assembled two selections of remarkable single malts in its Rare Whiskies portfolio. For even more rarefied selections, look at the Platinum grouping, in which you will find a 1958 sherry butt malt that sells for £100,000 for a 70-cl. bottle. Purchasers of Rare and Platinum choices will be able to order bespoke labels. Platinum customers will be invited to the distillery. *www.glenfiddichgallery.com/rare-whiskies*

Jack Daniel's
If you love American whiskey, and specifically Jack Daniel's, you will want to know about this distiller's By the Barrel program. The folks at Jack Daniel's invite you to visit the distillery in Lynchburg, Tennessee. There, they give you tastings from several different barrels so that you can pick the one that most appeals to your taste. After you have made your choice, the contents of your barrel go into roughly 250 750-ml. glass decanters. Each will be labeled with the barrel number and the date it was bottled. These are then shipped to your local spirits shop for pick up. And you also get the barrel itself! The cost is approximately $11,000. *www.jackdaniels.com/by-the-barrel*

Judd's Hill MicroCrush
Perhaps you have imagined the pleasures of owning your own vineyard. Short of that, Judd's Hill MicroCrush provides a way to make your own wine without having to purchase an entire winery. You can make as little as one bottle on site in the Napa Valley or order whole barrels remotely. Judd's Hill has inside information on the best small growers who want to produce wines on a limited scale. In consultation with its staff, you determine what kind of wine you want to make. The cost varies. *www.napamicrocrush.com*

HOW TO SPEND $5,000 ON LIMITED-EDITION DRINKS

There are some products that are made in such limited quantities that they are little different from something that has been made especially for you. Here are some of the most appealing.



One bottle of Patrón en Lalique Serie 1. A blend of the oldest and rarest Patrón tequilas, hand-selected from Patrón's barrel aging room at the Hacienda Patrón distillery in the hills of Jalisco, Mexico, this extraordinary spirit comes in a custom-made Lalique bottle. This marks the first time that Patrón and Lalique have partnered and it is an extremely limited product. $7,500, *www.winfieldflynn.com*

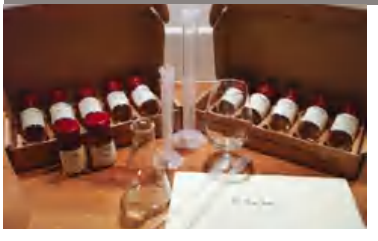


Four bottles of Bowmore Mizunara Cask Finish Single Malt. Thanks to its ownership by the Japanese spirits company Beam Suntory, this venerable distillery on the Hebridean island of Islay has produced the first Scottish single malt to mature in casks made from Japanese mizunara oak. Combined with the classic smoky, spicy peatiness of Bowmore, the oak imparts a mellow vanilla note with a touch of mango to the whisky. $4,800, *canalsliquors.com/a-liquor/BowmoreMizunara*



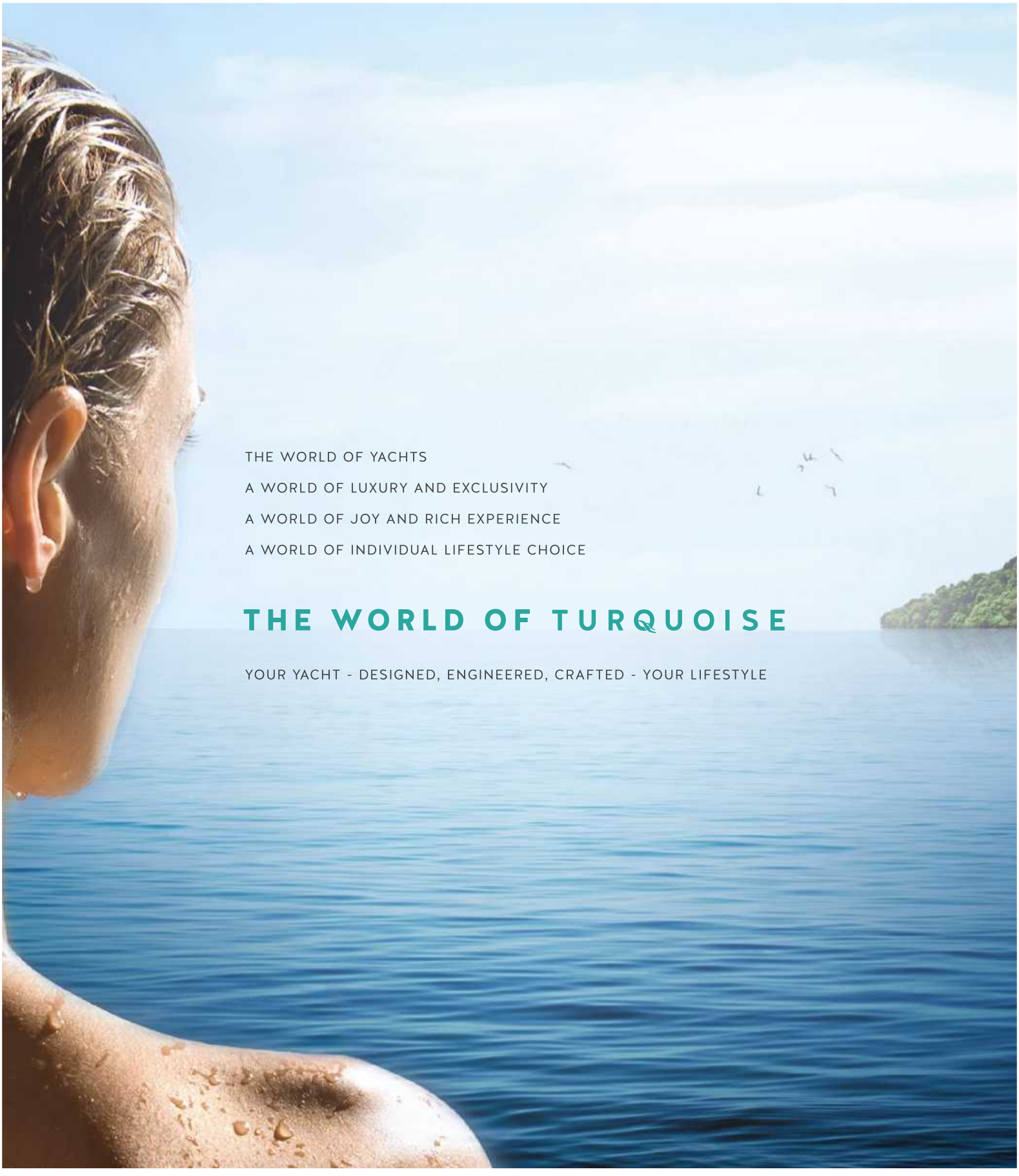
Eight bottles of Hennessy 250 Collector Blend. Made to commemorate the 250-year history of this renowned Cognac house, Hennessy has brought together the very best eaux-de-vie in its reserve. Only 250 barrels of the blend have been created, which is available in commemorative 750-ml. bottles. $4,800, *www.hennessy.com*

Whisky for one



If you are intrigued by the idea of creating a personal whisky, Master of Malt presents an appealing option. Start by ordering the home blending kit including 10 whiskies. Experiment with these components and then craft the blend using the online tools on the Master of Malt website. $86, www.masterofmalt.com

ILLUSTRATIONS: ANTONY HARE (TOP), GARY LACOSTE (CENTER)



theworldofturquoise.com

TURQUOISE
YACHTS



Interiors

Pull it together

The undeclared war between the opponents and proponents of ornament has lately come to some kind of truce. This has allowed for a creative outpouring in the luxury hardware market of beautifully crafted latches, levers, pulls, knobs and handles. *Louis Postel* shares some nautical expressions of "form follows function."



HANDLE WITH CARE

Lalique crystals set off the enamel palm-frond motifs surrounding knobs from THG's Masque de Femme collection. $7,200, *www.thg.fr*



HOLDING OUT FOR A HERO

As geometry evoked Montoya's Art Deco fittings, the nature-inflected curves of the prior Art Nouveau movement of 1890 to 1910 inspired these Ergo Heroic pulls. They are cast in modern-looking stainless steel using the traditional lost wax process. $2,300, *www.martinpierce.com*



GET A GRIP

Interior designer Juan Montoya deserves a lot of credit for bringing Art Deco from kitsch to classic. His design for *Lady Elizabeth* and his new line of pulls and latches for P.E. Guerin, such as this reeded cabinet knob, are no exception. $375 each, *www.peguerin.com*



HOLE IN ONE

Artist/designer Pamela Anderson had trouble finding pulls she liked for her new sleek kitchen. Finally, after much searching, she had a Eureka moment with her flush-fitting hardware, which she now manufactures in collaboration with her husband, an engineer. $95, *www.contemporarypull.com*

WELL-WROUGHT-OUT

Designer Anagha Dandekar founded her hardware company in Santa Fe, New Mexico, using master Indian blacksmiths to hand-forge and apply patina with a torch to her line of recycled cast bronze pieces, such as the Cayman Royale. $2,700, *www.hardwarerenaissance.com*





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Beauty

Gems in a bottle

Cartier's perfumer "nose" what it takes to create a customized fragrance, says *Harriet Mays Powell*.



Bespoke jewelry is commonplace. But what could be more exclusive and glamorous than having one's own made-to-measure scent? Recently, I spoke with Cartier's in-house perfumer, Mathilde Laurent, at the firm's new Jean Nouvel-designed perfume laboratory in Paris, about the process of creating a tailor-made fragrance.

Initially, Laurent meets with her clients for two to three hours in order to understand their "olfactory biography," asking them about "everything that has a smell in their lives, both past and present." Based on this information, three to five months later, she presents two or three fragrance "sketches" for her clients to try. Laurent says that she needs a deep understanding of the person for whom she is creating a perfume, but that she will also try to "lead them to what may be interesting for him or her."

Although a trained chemist, who practices her craft at the molecular level, Laurent insists, "It all happens in my head, which is full of resonances and connections — between art, the history of art, other perfumes, society, a specific period.... This is how I create something new."

During a time frame of six months to a year, certain ingredients or "notes" fall into place. Some come together easily, while others are more difficult to meld. Often it takes Laurent 100 to 150 attempts to achieve the right harmony of elements, the new combinations. She is wary of citing her favorite ingredients. "It is important not to prefer certain notes over others, but to find the right ones for a specific fragrance." She does admit to a few obsessions however, patchouli and oak moss among them.

In her 11 years at Cartier, Laurent has also created numerous specialized scents as well as 14 perfumes that are available in stores. The bottles for her bespoke perfumes are custom-designed and made of Baccarat crystal. Each can be adorned with gold and precious gems.

Cartier can create an eau de parfum, an eau de toilette or a home fragrance, from $30,000.

Hair-raising solution

Gain an extra day in between shampoos with three of the best dry-spray shampoos that revive hair and prolong time from one blowout to the next.



▸ **Kérastase**'s "powder bluff" dry shampoo's light transparent spray formula leaves hair refreshed without any powdery residue. *$37, kerastase-usa.com*



▸ **Oribe**'s Dry Texturizing Spray with ginger root extract absorbs oil while simultaneously adding volume for an instant fix to second-day hair. *$44, oribe.com*



▸ **Shu Uemura**'s newest addition is a dry shampoo "color luster dry cleaner," which while feeling wet on application soon dries and leaves roots clean without drying out lengths. *$39, shuuemuraartofhair-usa.com* and at Shu Uemura Art of Hair Salons

Precious polish



Artist and jeweler Veleta Vancza has used her knowledge of metallurgy to create an exclusive collection of richly pigmented hand-mixed nail lacquers. **MINE Luxury Nail Lacquers** are colored with precious metals and minerals and packaged in elegant hand-cut Austrian crystal. The line includes lacquers with 24-karat gold, 22-karat gold, silver, pewter, aluminum, graphite, and a blend of graphite and 24-karat gold. There is also a range of topcoats in 24-karat gold, white gold, silver and a 22-karat/24-karat blend. The bottle design is based on a crystalline structure found in natural minerals. Vancza also offers a bespoke service; your own unique color can be created in just eight weeks. Available at *www.minelacquer.com*. For bespoke service, contact *bespoke@minaatra.com*.

ILLUSTRATION: ANTONY HARE. PHOTOGRAPHS: RON REEVES (RIGHT (3), BOTTOM)

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Kick up your heels

In this era of "fast fashion," set yourself apart from the crowd in custom-made shoes, shirts and suits, says *Mark Grischke*.


Gene Kelly

Men's Style

There's a simple rule all men should bear in mind when shopping for clothes and accessories – never settle. Just because stores show nothing but skinny jeans and biker boots one season, doesn't mean that's the last word on the subject. Simply step behind the fashion curtain: On the other side, you'll discover a private world of bespoke and custom-made goods, with artisans poised to turn dreams into reality.

Steven Taffel is a gatekeeper for this exclusive club, but he grants access to anyone seeking perfection. He's the owner of Leffot, a men's shoe store in New York's Greenwich Village (inset below). Taffel opened his doors in 2008 – after managing boutiques for Prada and Bottega Veneta – and now focuses his attentions on shoemakers with, as he puts it, "strong individual identities." These include Alden (classic Americana); English labels Edward Green, Gaziano & Girling and John Lobb; Viennese Saint Crispin's (named for the patron saint of shoemakers); and Pierre Corthay, France's star cobbler. The store stocks ready-to-wear shoes by all of these brands, so you may find what you're looking for on the day you visit. But, if not, Taffel can help you customize a particular style or, via in-store trunk shows, set you on the path to designing your own pair.



Leffot is a particularly good resource for men without the patience for some of the bespoke world's demands. Like women's haute couture, true bespoke products are made from scratch, which involves endless fittings and, often, several visits to the brand's atelier. Leffot, by contrast, streamlines the process. "A customer came in recently from Washington, D.C.," Taffel tells me. "He's been working with a well-known brand to have a pair of bespoke shoes made, and it's already taken them more than a year. He was thrilled to discover Edward Green's shoes here in the store. He tried a few pairs on, found a style he liked, and then I worked with him to customize the details to make the exact shoe he wants. He'll have them soon – and because he's already tried them on, he knows they'll fit.

"A lot of the men who come to us are powerful in their own careers," Taffel continues, "but the custom world still makes them uncomfortable. I created this store and selected brands that I like, that I would wear, in order to help guys make smart decisions about what to buy, without feeling overwhelmed."

He pauses, and then makes his point: "With any of our shoes, you can't go wrong."



Shirt tales



▸ Nedo Bellucci's handmade custom shirts are as dapper and distinctive as the Neapolitan gentleman himself. Bellucci Napoli, from $350, *www.belluccinapoli.com*



▸ Tailors from Mel Gambert regularly visit Wall Street to supply customers with reasonably priced, impeccably made shirts. From $200, *www.gambertshirts.com*



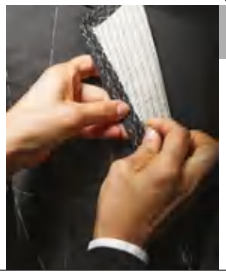
▸ Manuel Racim offers French-made custom shirts with modern appeal; online service makes reordering a breeze. From $125 to $295, *www.manuelracim.com*



▸ Paul Stuart: classic American style, updated, with the added lilt of a European accent. Custom shirts from $457, *www.paulstuart.com*



▸ Ascot Chang, originally founded in Shanghai, now boasts an international presence. From $227 per shirt, with a four-shirt minimum, *www.ascotchang.com*



Your personal Prada

A designer brand, by its very definition, is usually both stylistically distinctive and instantly recognizable — familiarity being the crux of its appeal. In our rapid-fire world, logos move product. So it's actually very charming to stumble upon Prada's Made-to-Measure service and learn that true aficionados can step away from the relentless fashion cycle and, instead, take advantage of the company's fabric archives and impressive Milanese tailoring to create individual suits, coats and shirts that are styled, cut and sewn for just one discerning customer. There are 50 Prada locations worldwide offering this service, with VIP rooms where clients are measured, fitted and pampered while poring over fabric swatches (vicuna? cashmere? kid mohair?) and choosing between collar styles and monogram colors. All of which begs the question: When is a Prada suit not just a suit by Prada? When it's been designed by you. *www.prada.com*

PHOTOGRAPHS: RON REEVES (CENTER LEFT, SIDEBAR (5)), COURTESY OF AMPAS (GENE KELLY)



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Bespoke Bugatti

Individualizing one of the world's most highly individual cars is possible, says *Brett Berk*, but not every request flies.



Bugatti Chiron
Engine: *1,500-hp, 8-liter, W16*
Torque: *1,100 lb-ft*
Acceleration: *0-60 mph in 2.2 seconds*
Price: *approximately $2.5 million*

This month, at the Geneva Auto Show, Bugatti will unveil the successor to its $2.3 million, 16-cylinder, record-breaking Veyron. The Chiron, much like its predecessor (but better in every way) will be the world's fastest, most exclusive, most powerful production super-sports car.

Each Chiron will be hand-built to customer specifications, with colors and materials selected by the client – not just at a dealership, but in direct consultation with the factory. "Unlike other brands," says design director Achim Anscheidt, "the customer really comes through our design studio. Customers are dealing with the same people who are responsible directly for designing the car." This process piles exclusivity upon exclusivity: "Individualization adds an average cost of €400,000 per car."

Paint-matching or the embossing of a family crest in exotic leather is just the beginning. "Something that we did first in the industry was extensive research into the use of porcelain. We had quite a spectacular project with KPM, the Königliche Porzellan-Manufaktur," Anscheidt says of a number of cars created with exquisite handmade German ceramic trim.

All Bugatti switchgear – levers, knobs, vents – are custom-made from what Anscheidt calls "authentic materials." Because each of these parts is hand-milled or 3D-printed to spec, it can be fashioned in other precious materials, like silver or titanium. "That's where it becomes quite fascinating," Anscheidt says, "when the customer wants to surround himself with jewelry."

Speed

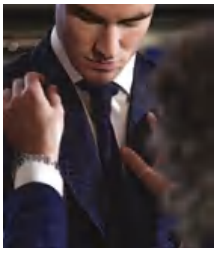
Requests may not always fly. Customizing a steering wheel can interfere with delicate safety systems, which, if changed, require an arduous process of federal recertification. "Sometimes we have to turn down even small requests," Anscheidt says, "because they would cost a small fortune, almost the same amount as the car."

Anscheidt also has to decline requests for pure white interiors. "With today's coated windshields, there would be so much reflection inside the car that it would be borderline impossible to drive." Among the most outlandish requests he's received? "A trailer hitch," he says flatly. "It would have been the fastest trailer in the world."

Anscheidt is looking forward to the future, especially "science fiction scenarios" like the inclusion of flexible Organic Light Emitting Diode displays. "It doesn't mean that you have to illustrate your Google map on there," he says. "It can be other information. Or it can just be charming or decorative." *www.bugatti.com*







Custom car clothing

This year, Bugatti also will launch a three-tiered lifestyle collection focused on men's clothing. The EB Ettore Bugatti line, named for the company's founder, is more classically inspired, while the Bugatti Performance line is closer in fabric and design to the brand's racing heritage. The third line, the Tailor Made/Bespoke program, will be available only to Bugatti customers. All items will be made on request and by appointment only, featuring high-end fabrics and precious materials designed and produced just for the brand's exclusive owners' club. Customers will be able to choose from a selection of suits, outerwear and accessories, all handmade in Italy. The shapes, materials and colors will be inspired by the design of customers' cars, so Bugatti owners can camouflage themselves when inside or just outside of their $2.5 million vehicles, and display their personal tastes when away from their high-performance sculptures. Every item in the collection will be linked by the inclusion, somewhere, of the classic Bugatti color, French Blue. "We wanted to show Ettore Bugatti's philosophy," says Massimiliano Ferrari, managing director of Bugatti International, "as well as his technical and creative genius for dynamic, extroverted, original luxury."

ILLUSTRATION: ANTONY HARE. PHOTOGRAPHS: COURTESY OF BUGATTI



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Watches

When it comes to anything bespoke the possibilities are limitless – and timepieces are no exception, says *Jon Alain Guzik*.

Time to customize



If you're like me, there's a vintage pocket watch floating around your collection. The Vortic Watch Company, founded by a team of brilliant engineers, all in their early 20s, refurbishes those classic American-made pocket watches – brands like Hamilton, Elgin and Waltham – from its Fort Collins, Colorado, factory. After 3D-printing a case from a mix of bronze and steel, they then reassemble the pocket watch into a wristwatch. While you can buy a ready-made piece, opt for the American Artisan Series: Heritage Edition, and handcraft your own personal heirloom. There are multiple options to choose – from finishes and bands to crown style and placements. In a few months, like magic, what was once a relic is now a wonderful mix of old and new on your wrist.

For those who want something a little more rugged, Bamford Watch Department is the go-to brand. Bamford starts with a modern Rolex, Patek Philippe or Panerai watch and turns it into a dazzling custom piece. While you can pick up its new BWD Commando Rolex Submariner CS08 "Forest," with its camouflage-inspired color scheme and graphite particle coating, or customize your own model on its website, I suggest contacting founder George Bamford to create your own heart song. This could be something akin to its BWD Submariner Samurai – a hand-engraved Rolex Submariner that took more than 120 man-hours to create. "From matching the color of a car or lipstick, to including a design of a special day on the date wheel, the customization options are endless and put soul into a product," Bamford tells me from "The Hive," his atelier in London's Mayfair.

If you crave the truly unique, Vacheron Constantin's Atelier Cabinotiers department creates works of genius like its one-of-a-kind Reference 57260, billed as the most complicated pocket watch ever created. Crafted from white gold and featuring 57 complications including four types of calendar, the 57260 took three master watchmakers about eight years to create. The 98mm timepiece comes in a case suggestive of a marine chronometer and is said to have cost more than $10 million to create.

When choosing something bespoke, follow Bamford's maxim: "If you can imagine it, we can create it."





Clockwise from left: Bamford Watch Department Commando Rolex Submariner CS08 "Forest," price upon request; Vortic Watch Company, starting at $1,999; Vacheron Constantin Atelier Cabinotiers Reference 57260, price upon request

Desk toy

While MB&F may be best-known for its Horological and Legacy Machine wristwatches, what we love most about the brand is founder Max Büsser's playfulness, which comes to the forefront with his recently released desk clock, the Melchior. Created in honor of the brand's 10th anniversary, the foot-tall Melchior desk clock is crafted from 480 components and features a 40-day power reserve and a nifty detachable machine gun-shaped arm that doubles as the winding and setting key. The Melchior is just the thing you get for the person who really needs a robot with moveable arms and a *haute horlogerie* heart and soul. "As an only child, I imagined having my own robot companion," says Büsser. "Melchior makes that childhood fantasy a reality." Limited to an edition of 99 and with a price tag of 35,000 Swiss francs, the Melchior is a clock that stems from Büsser's simple credo: "A creative adult is a child who survived." *www.mbandf.com*

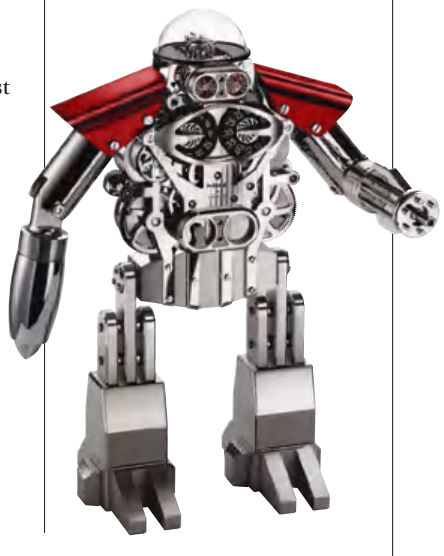


ILLUSTRATION: ANTONY HARE



This page, from top to bottom: Graff Diamond MasterGraff Structural Tourbillon Skeleton; Laurent Ferrier Galet Classic Tourbillon; Ralph Lauren Safari RL67 Tourbillon. Opposite: Breguet Tourbillon Extra-Plat 5377; Harry Winston Histoire de Tourbillon 5; Blancpain Le Brassus Tourbillon Carrousel



Paper weights

These six tourbillons offer gravity-defying precision.

Photographer – Graeme Montgomery

From previous page



Graff Diamond MasterGraff Structural Tourbillon Skeleton

Hundreds of hours of work go into paring down this 46mm watch to its essential elements in order to fully expose the Graff-caliber six hand-wound tourbillon movements within. The bridges hold the mechanism almost invisibly and, in a horological first, are gem-set, both top and bottom. The watch carries 423 diamonds and 13 emeralds. *Price upon request, graffdiamonds.com*



Breguet Tourbillon Extra-Plat 5377

When it was launched in 2014, this was the thinnest automatic tourbillon on the market. Its case is 42mm in diameter and 7mm thick, with the movement itself measuring a wafer-like 3mm. Despite this, it is brimming with technical features, such as a titanium tourbillon carriage and a high-energy winding barrel, giving 80 hours of reserve power. *$163,800, breguet.com*



Harry Winston Histoire de Tourbillon 5

Harry Winston watches are known for pushing technical boundaries, and its Histoire de Tourbillon models aim to offer a new take on the historic regulating mechanism. This one features a triple-axis tourbillon with three cages that rotate at different speeds and are housed in a sapphire crystal bubble. Just 20 are available. *£496,400, harrywinston.com*



Blancpain Le Brassus Tourbillon Carrousel

Blancpain's Tourbillon Carrousel features two separate types of regulating mechanisms — a tourbillon and a carousel. For the technically inclined, each operates in a slightly different way in a bid to compensate for the effect of gravity on timekeeping accuracy when a watch remains in the same position for an extended period. *Price upon request, blancpain.com*



Ralph Lauren Safari RL67 Tourbillon

Ralph Lauren upgraded its safari sports watch to haute-horlogerie status by combining the standard model's 45mm steel case in distressed gunmetal finish with a tourbillon mechanism commissioned from respected Geneva-based movement designer La Fabrique du Temps. *$55,000, ralphlauren.com*



Laurent Ferrier Galet Classic Tourbillon

Laurent Ferrier's range-topping Galet Classic Tourbillon features an exquisite, hand-wound movement with a tourbillon escapement that is quietly hidden behind the dial (rather than being placed on show). Superbly accurate, each watch is supplied with a certificate from the prestigious Besançon Observatory in France. *$208,000, laurentferrier.ch*

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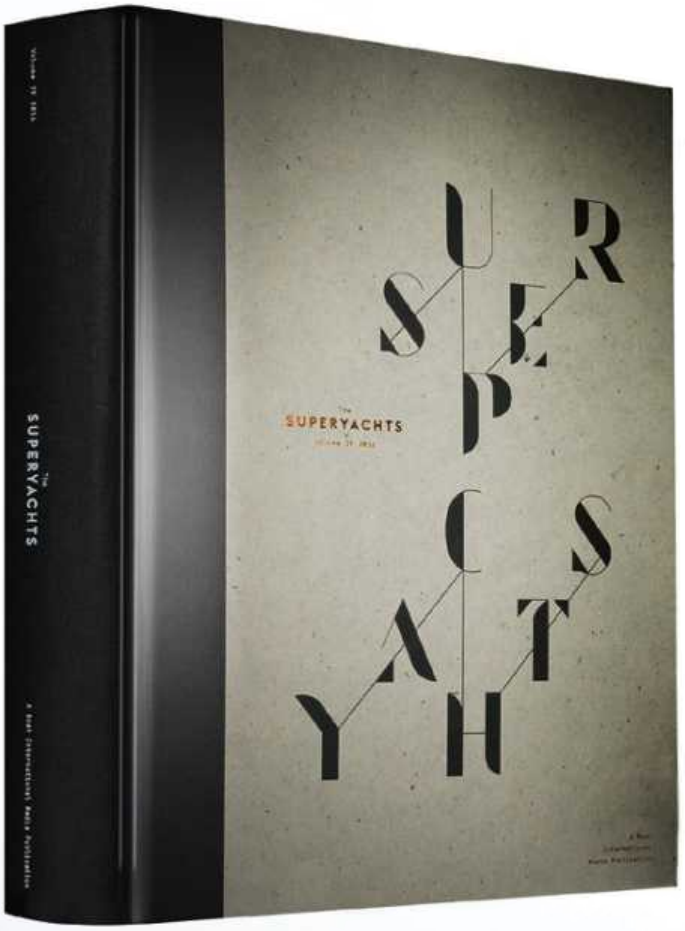
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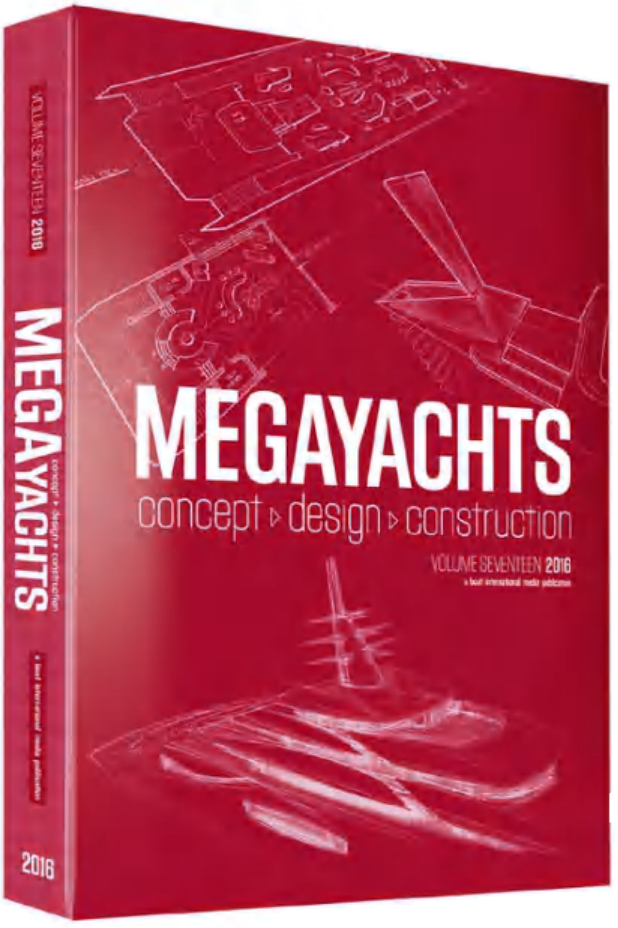


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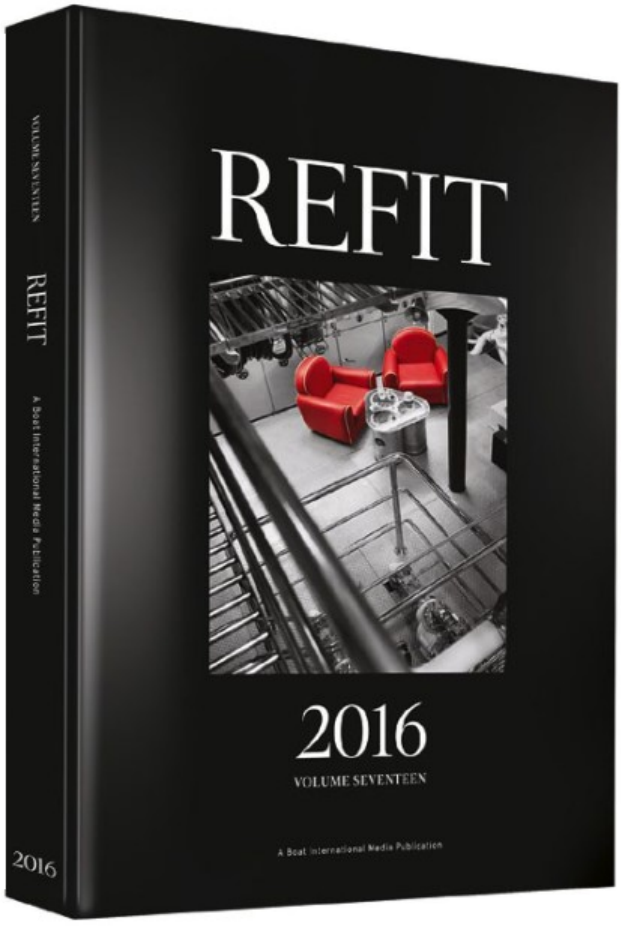
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Polo Ralph Lauren, poloralphlauren.com
2. Cashmere cardigan, £599,
Harrods, harrods.com
3. Merino wool cardigan, £165,
William & Son, williamandson.com
4. Heathered crewneck sweater, $148,
Brooks Brothers, brooksbrothers.com
5. Cashmere sweater, $2,595,
Loro Piana, loropiana.com
6. Two-color sweater, $204,
Emporio Armani, armani.com

PHOTOGRAPH: TODD SUTHERLAND

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If you're the current owner of a superyacht, have owned one in the last couple years or are buying one, you might be eligible for entry into our exclusive network of yacht owners. To find out more about the club and the benefits available, email Editor Kate Lardy: ***ownersclub@showboats.com****.*

BOAT SUPERYACHT OWNERS' CLUB

This month: The wind behind Brian O'Sullivan's wings, plus Ocean Reef Club Vintage Weekend revelers share a blast from the past

PHOTOGRAPH: MARK SIMS

I never leave home without...

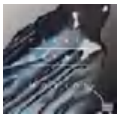


This month

Douglas Barrowman
Owner of *Turquoise* (182 feet)



My book of choice right now is *The Jackdaw*, book four of the DI Sean Corrigan series. It's a great read.
I'm an avid watch collector, so I have quite a few to choose from. The one I wear on board tends to be my Richard Mille RM 021. For the evening, I like my Jaeger-LeCoultre Sphérotourbillon. My most famous timepiece is the George Daniels Space Traveller watch.



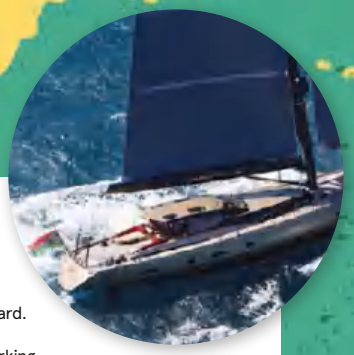
My onboard soundtrack is dominated by Calvin Harris at the moment. I like to keep up with current music.
Everyone says this but my technology is basically an iPhone and iPad, although I also carry a BlackBerry (old habits die hard).



My suitcase is always full of gadgets and Loro Piana clothes. There are a few pairs of Vilebrequin shorts in there as well.
For sunglasses, I have about 10 pairs of Louis Vuitton shades. The exact model was discontinued a few years back, so I stocked up.
The thing I'm guaranteed to forget to take with me is a phone charger and international adapter, followed closely by my PADI diving card.
The first thing that happens on board? I'm greeted with a passion fruit martini (the house drink on *Turquoise*). Within 15 minutes, I'm usually in a T-shirt, swim trunks and a baseball cap.
The water toys that get most use are my Seabobs. The other absolute must-haves are good friends and family, at all times.



BERING SEA



Owner of *Escapade*
LENGTH: 123 feet
YEAR: 2014
LOCATION: Tahiti

• What's the best thing you've seen?
Vanuatu had the most incredible things to offer, like Pentecost Island, where land diving was invented — now internationally known as bungee jumping. Our crew went up the fairly high and unstable tower but none jumped! Malekula, where supposedly the last cannibalism took place not so long ago, around 1970, is incredible. The remote Banks and Torres islands have a population of just 300, all living without electricity or doctors. The snake dance on the beautiful and so-friendly islet of Ra and the huge and delicious coconut crabs are all incredible memories from the Banks and Torres.



• Any wildlife encounters?
Swimming within a meter of 40-ton humpback whales in Tonga was certainly a most amazing and breathtaking experience.
• Any scares or dramas?
No, just lots of fun, including a surprise birthday party for my wife with some friends and about 20 Polynesian musicians and dancers on board.
• Where next?
After re-embarking next month, we will do the eastern Polynesian archipelagos of Tuamotus, Marquesas, Austral and Gambier. Then we will head toward South America via Pitcairn. We plan to disembark in Easter Island, fly to Santiago in Chile, from where we will drive right down to Punta Arenas in Patagonia (probably more than 1,200 miles). Then we will re-embark to explore the Straits of Magellan prior to rounding Cape Horn. We'll be in Buenos Aires for Christmas and Punta del Este in Uruguay for the New Year.
• Do you feel a million miles from everything?
We did when we were in Tokelau and the northern part of the Cook Islands. All of these are absolutely lost islands with very small populations. Suwarrow atoll in the Cook Islands has just one park ranger and his wife living alone there for eight months during the season. They are very nice people with whom we had a barbecue on the beach.



Sir Michael Hill
YACHT: *VvS1*
LENGTH: 112 feet
YEAR: 2007
LOCATION: Auckland

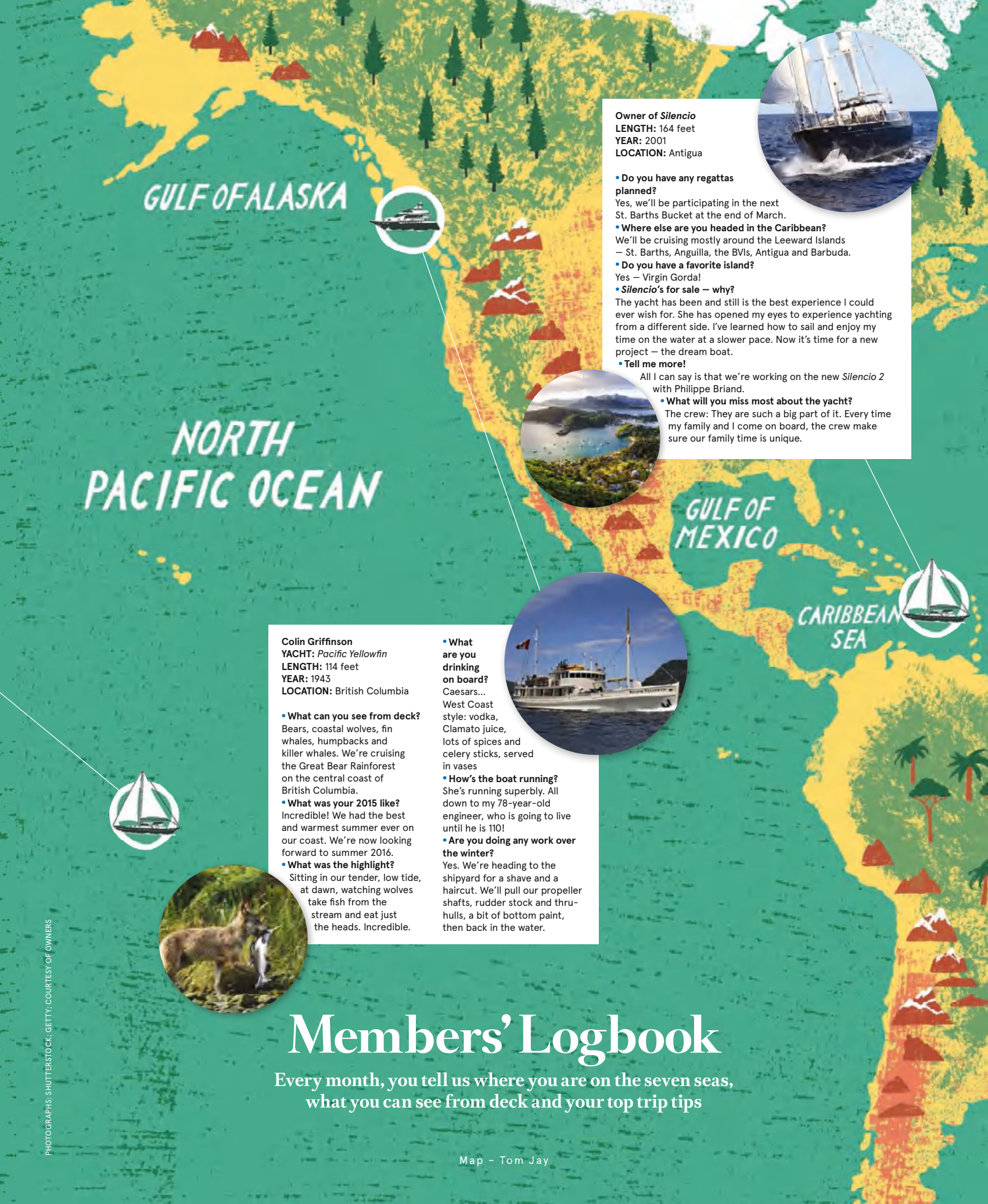
• The yacht's going into the yard. Anything changing?
It's nine years old, but the boat has been kept in terrific nick. It's really just a survey requirement. We're going to open up the engines, prop shafts and all the unseen things. Hopefully we won't find anything untoward!
• Have you changed her over the years?
The boat is basically as we designed it. She's such a distinct style that we've had lots of offers to buy her. We're building her a chase boat — a 43-footer called *Rough Diamond*. She'll be able to cruise at 30 knots through seven-foot swells. We're going after big game fish like marlin.
• Where have you cruised *VvS1*?
Lots of places now. We put it on a ship and took it up to Europe, so we've done most of the Med. We fell in love with Turkey — the people have such a lovely attitude. Now she's back home. The whole time we were in the Med, the only fish we caught was a reasonable mahi mahi off Turkey and a couple of yellowfin tuna. That was it! You'd catch that in a day in New Zealand.
• Where's your favorite destination?
The top coast of New Zealand. It's so serene and simple, and if you get the weather right it's like nowhere else.
• Do you have a good selection of Kiwi wines on board?
We've got some very nice wines from all over the world, but my favorite is New Zealand Chardonnay and our Pinot Noirs. On the aft deck with a glass of wine — nothing better.





Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips



Owner of *Silencio*
LENGTH: 164 feet
YEAR: 2001
LOCATION: Antigua

- **Do you have any regattas planned?**
Yes, we'll be participating in the next St. Barths Bucket at the end of March.
- **Where else are you headed in the Caribbean?**
We'll be cruising mostly around the Leeward Islands — St. Barths, Anguilla, the BVIs, Antigua and Barbuda.
- **Do you have a favorite island?**
Yes — Virgin Gorda!
- ***Silencio*'s for sale — why?**
The yacht has been and still is the best experience I could ever wish for. She has opened my eyes to experience yachting from a different side. I've learned how to sail and enjoy my time on the water at a slower pace. Now it's time for a new project — the dream boat.
- **Tell me more!**
All I can say is that we're working on the new *Silencio 2* with Philippe Briand.
- **What will you miss most about the yacht?**
The crew: They are such a big part of it. Every time my family and I come on board, the crew make sure our family time is unique.

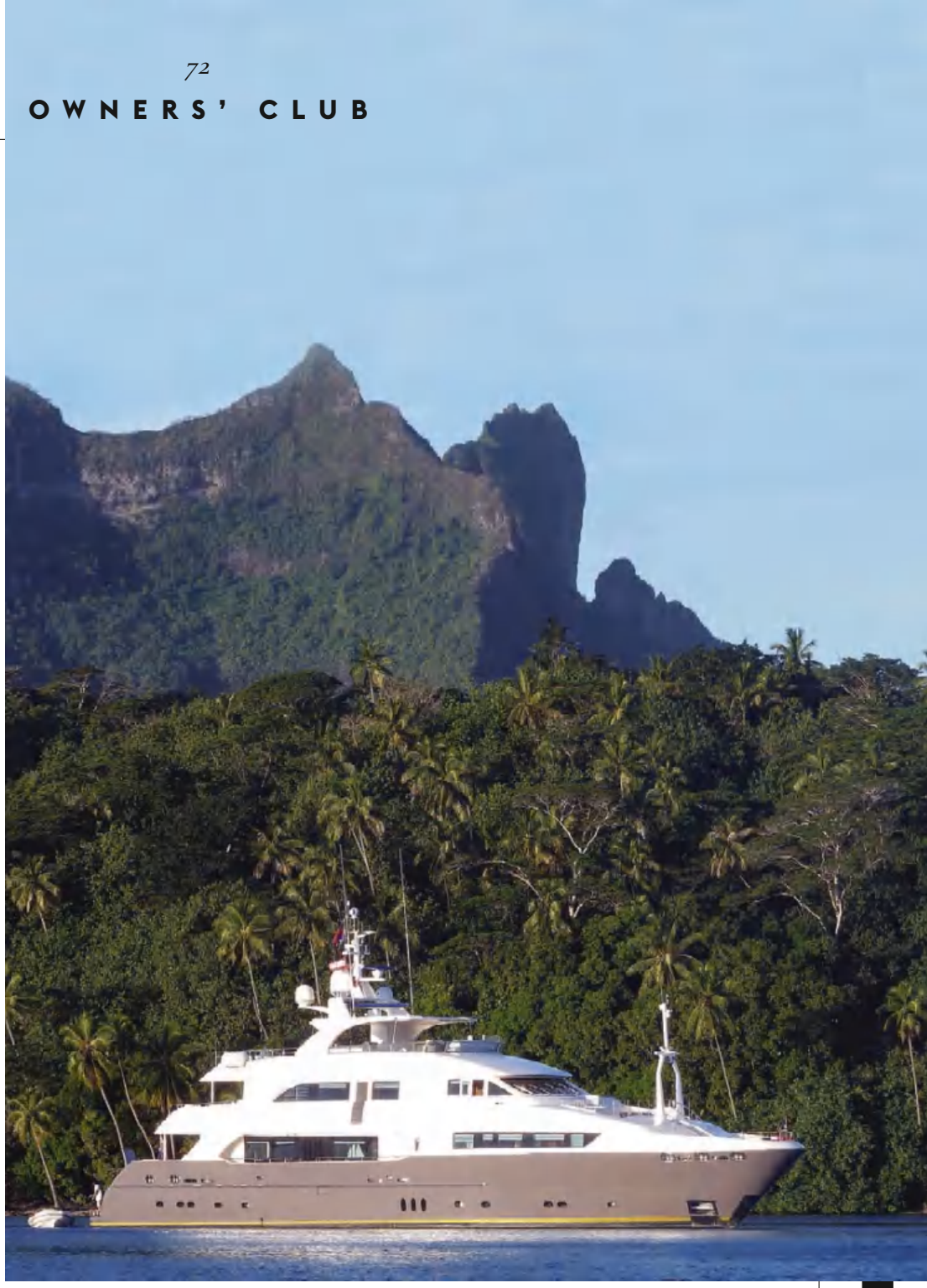
Colin Griffinson
YACHT: *Pacific Yellowfin*
LENGTH: 114 feet
YEAR: 1943
LOCATION: British Columbia

- **What can you see from deck?**
Bears, coastal wolves, fin whales, humpbacks and killer whales. We're cruising the Great Bear Rainforest on the central coast of British Columbia.
- **What was your 2015 like?**
Incredible! We had the best and warmest summer ever on our coast. We're now looking forward to summer 2016.
- **What was the highlight?**
Sitting in our tender, low tide, at dawn, watching wolves take fish from the stream and eat just the heads. Incredible.
- **What are you drinking on board?**
Caesars... West Coast style: vodka, Clamato juice, lots of spices and celery sticks, served in vases
- **How's the boat running?**
She's running superbly. All down to my 78-year-old engineer, who is going to live until he is 110!
- **Are you doing any work over the winter?**
Yes. We're heading to the shipyard for a shave and a haircut. We'll pull our propeller shafts, rudder stock and thru-hulls, a bit of bottom paint, then back in the water.

Map – Tom Jay

PHOTOGRAPHS: SHUTTERSTOCK; GETTY; COURTESY OF OWNERS





On board with BRIAN O'SULLIVAN

He may have traveled the world at the helm of his 131-foot motor yacht, but as *Stewart Campbell* finds out, it's wind power that's driven this Canadian boat lover.

IF BRIAN O'SULLIVAN EVER SITS DOWN TO WRITE THE BOOK IN HIS HEAD, he's got the title: *Among Cannibals and Kings*. In truth, he never actually met either on his trip from Canada, across the Pacific and Indian oceans and then into the Med, but it's a handy shorthand for what boats can offer you: an unrivaled breadth of experience. There was that time in the Marquesas, when he was touring a sacrificial altar and his business colleague Matt reached into a crack in a wall and brought out a human jaw bone. "The guide told us cannibalism had been outlawed one hundred years ago, but that jaw looked pretty fresh!" he jokes. They cruised into a Tongan town the day after the king visited and saw the streets dressed to welcome royalty, and then children being taken to school on the back of flatbed trucks. On Fijian beaches, his two sons played rugby with local kids who lived on islands with no roads, phones or electricity. He met yachtsmen in remote corners living day to day, one who even





Right: A young O'Sullivan (on left) aboard a Vancouver ferry. Below: O'Sullivan speaking at a TED Conference about building a wind farm. Far right: his yacht Komokwa *in Montenegro*

> *"I'd had it in my head to go around the world since I was in my early 20s."*

used a sewing machine as an anchor after selling his actual anchor to make ends meet. "It dragged, and the boat ended up on the rocks. Turns out sewing machines aren't good anchors," he says. And in Ibiza, which must have felt like another planet, he watched curiously as one of the world's biggest superyachts motored into the harbor every evening and left the following morning with a fresh contingent of guests – all young and all female. "This happened every day for a month! I mean, it was [going from] subsistence living to sixty girls a day. Just the contrasts, they were so dramatic," he says.

O'Sullivan is able to spend so much time on board because, at age 64, he's a relatively free man nowadays – just 30 employees instead of 250. His business is the wind, specifically the harvesting of it. He didn't start out in the industry with a "save the planet" philosophy. Back in the 1980s, it was all business, but he admits over the years he's become something of an evangelist.

"You've got to walk the walk. I'm certainly a believer [in green energy] now. In the beginning I was just a believer in not being a lawyer – and maybe having an opportunity to do something in California where the sun was shining more often than in Vancouver. That sounded like a pretty good idea," he says.

The Golden State was then-governed by Jerry Brown, who is currently enjoying another term in office. In the early 1980s, he had the nickname Governor Moonbeam, and it was subsidies and tax credits introduced by Brown that drew early wind entrepreneurs to the state, including a young O'Sullivan, then barely 30. "Around eighty-seven percent of your investment was covered by some form of rebate or credit or depreciation. So if you put up $100, only $12.50 came out of your pocket. As bad as that may sound, it actually spawned a multitrillion-dollar industry," he says.

The wind wasn't his first stab at making a living. He trained in law, but "I didn't like being a lawyer so I quit and started in real estate development." However, interest rates blew to 20 percent, which killed that dream. Then one day he got a call. "It was my uncle, asking if I was interested in investing in a wind farm project in California," he says. "Well, I had no money – I spent it all starting the real estate business – but I did have lots of friends who trusted my judgement. My choice was going back to be a lawyer or to try something different."

O'Sullivan raised the required $100,000, but by the time he got it together the window had closed – another investor had slipped in ahead of him. No matter, he would start his own wind company, with his friends' backing. The site of his first turbines was Tehachapi, about 100 miles north of Los Angeles, in between the San Joaquin Valley and the Mojave Desert, and one of the windiest places in the U.S. It was a genuine wind rush, a mania not unlike the Gold Rush more than a century before.

Within a year, O'Sullivan had sold that business and went out on his own, eventually building his new wind company into one of the largest in the U.S., with operations all over the world, from India to Italy to Mexico. It was the sale of this business in 2012 that allowed him to buy his yacht, the 131-foot Horizon *Komokwa*. "I never thought I'd be able to get a boat as big as this," he says, "but it was just good timing because, at the same time wind was booming, the market for big boats was cratering."

He found her in a shed in Turkey, basically brand-new after her first owner pulled out. He bought it off a creditor, at a very agreeable price, and had her shipped to Vancouver. The first things to go were the Italian toilets, replaced by Headhunters, the air-con piping was changed and a bulbous bow was added at Delta's yard in Seattle, as well as new hull paint. In 2013, he and the boat were ready. "I'd had it in my head to go around the world since I was in my early 20s. But I had businesses to build, and I was fairly ambitious and didn't want to be a bum on a boat, doing work



MOVIE MOGUL?
A brief encounter
O'Sullivan dabbled in movies, producing the 1988 flick "Dangerous Love," which he dubbed "a turkey." He then chose not to invest in another one — "Dumb and Dumber" — which grossed over $100 million. He loved Cannes, but thinks that "movie people are crazy."





QUICKFIRE

Brian O'Sullivan

SPEED OR STYLE
Style

IDEA OF LUXURY?
Simplicity

FIRST THING YOU PACK?
An Oh Henry! chocolate bar

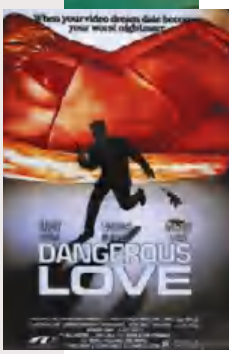
FAVORITE BEACH?
Whitehaven in the Whitsundays, Australia

HOW MANY WATCHES?
Two...three, no – six!

CHAUFFEUR OR CHEF?
Chef

FIRST BOATING MEMORY
The launch of my father's home-built boat in 1961. I threw up. It was the last time I ever got seasick.

FAVORITE CAR?
Ford Explorer. I just sold a Bentley. I'm done with luxury cars.







Top: New Zealand's North Island made a big impression on O'Sullivan, who built one of the largest wind energy companies in the U.S.

wherever I could just to pay for fuel," he says.

His dad first got him into boats. "He couldn't afford to buy one, so he built a thirty-four-foot cabin cruiser when I was seven years old," O'Sullivan remembers. "He made a steamer out of a carpet tube and bent the stem himself. It had a GM diesel that he bought for $100 from a war surplus. When we were kids, in order to get dessert, he would have us sanding teak plugs."

It was launched when O'Sullivan was 10 years old and from then until 2015, every family holiday has been spent on a boat, mainly exploring the beautiful British Columbia coastline.

It was only when he was in his early 20s, though, that O'Sullivan truly learned how to run a boat. By then his dad owned a 49-foot former fisheries vessel, complete with fireplace. "When I graduated I asked him if he would teach me how to run it and he said 'sure' and handed me the keys and told me to figure it out by myself," says O'Sullivan. "That's when I really started to love the sea. I remember going up to Desolation Sound with prawns aplenty and lots of friends. And all the pressure – whether it was being a young lawyer or being a young windmill guy – just sort of evaporated in this environment. I think my whole life has been spent trying to recreate that dissipation of pressure."

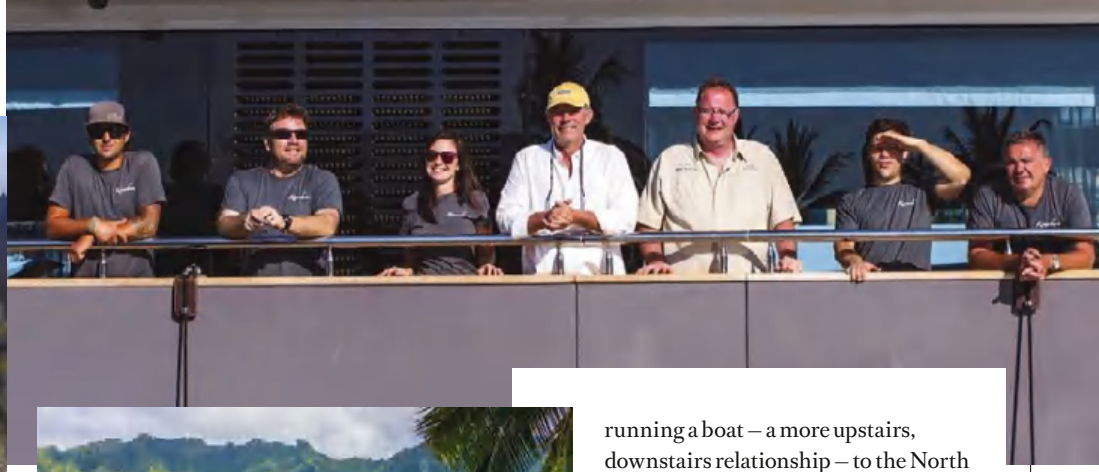
You'd think someone so keen to de-stress would spend most of his time on board *Komokwa* on a sun pad, occasionally reaching for his beer, but instead O'Sullivan is in the wheelhouse, or on the flybridge, operating the yacht himself. Of the 25,000 miles the boat has sailed since he took ownership, only 2,000 were completed without him at the helm. He was initially refused insurance because of his insistence on being an owner-operator, but three weeks of skipper school and an aced exam in Fort Lauderdale convinced Lloyd's he was a safe bet.

He began his big trip west by going south, as *Komokwa* made her passage from Vancouver to L.A., San Diego and on to Cabo San Lucas and La Paz on the Baja Peninsula. "We wanted to swim with whale sharks," O'Sullivan says.

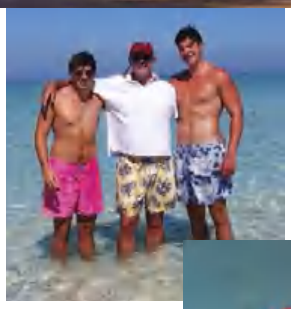
Then it was on to Puerto Vallarta farther south in Mexico, before a straight shot across to the Marquesas – 15 days at sea. A month in Tonga and a month in Fiji followed, as well as visits to some of the other island paradises that pepper the Pacific, including Bora Bora, Moorea and Papeete. He pulled into Sydney, Australia, to get some work done, but encounters with aggressive customs officials ("They quarantined the boat for two days!") and a quote for AUD$8,000 to

PHOTOGRAPHS: GETTY; CORBIS; JEFF BROWN











O'Sullivan's world tour took in the Marquesas (above and far left), Fiji, with his sons Berkley and Brendan (left) and Tonga (below). Top: Alongside his crew in Montenegro.

> *"The thing I love about boats is being able to get away from people. I absolutely demand my privacy."*

wash down the boat saw him quickly crossing the Tasman to New Zealand. "We cruised all of the North Island. It's really beautiful. I wish I could have spent more time there," he says.

The specter of Somalian piracy and a destabilized Yemen convinced him to load *Komokwa* onto a Dockwise transport bound for Palma, Mallorca, a base from which he criss-crossed the Med, covering Italy, the Adriatic and the Côte d'Azur. "A friend of mine is a movie producer, so I lent him the boat for the Cannes Film Festival. He had a party on board, and I got tickets to the black-tie, red-carpet events. Movie people are crazy," he says.

Perhaps not as crazy as the crew that came and went throughout the trip. O'Sullivan considers crew a necessary evil – if he could run the boat entirely on his own, he would. "I don't know what it is about crew, but they're all nuts," he says. "The biggest source of conflict on a boat is crew. And if I could get a boat with a much larger crew area, but that would still only house five crew, I would be interested."

Australian officialdom wasn't O'Sullivan's only drama down under. It turned out that a stewardess, who was on board with her deckhand boyfriend, was having an affair with the engineer. The engineer, in turn, was sleeping with the chef. "So I ended up losing all of them," he says, shaking his head. But this is pretty tame compared to O'Sullivan's best crew story: "We had a cocktail party on board the first summer I had the boat. Later that night, one of my guests got up to get some water and heard a thumping sound coming from the walk-in fridge. I open the door and the chef, the first one I had on board, is in there going at it with a guest from another boat!"

He says he prefers the European way of running a boat – a more upstairs, downstairs relationship – to the North American "we're all one happy family" approach. "You don't be mean but you set the boundaries. I didn't come from money. When my father died he left me $764. That was it. So I'm not used to having staff around me all the time. The thing I love about boats is being able to get away from people. The top deck of *Komokwa* is essentially an owner's deck, and I don't want to see crew there. I absolutely demand my privacy."

Despite all this, he still considers the cruise one of the greatest experiences of his life. And why not? He knows how lucky he is to be doing what he's doing. "How many guys can live a life cooler than I do right now, which is zipping around on my boat? And I get to see my two sons a lot, and I meet great people."

He's thankful, too, for the wind industry, which has given him all this. He's still involved and is developing sites in Mexico with a new company. It's boom-time down there, he says. "I challenge anyone to get a hotel room tonight in Mexico City."

He did try other things, even movie producing, working on a film called "Dangerous Love," released in 1988. "It was a turkey! But I had fun doing it, and I managed to not lose any money," he says. That experience meant he passed up the opportunity to invest in another production, which turned out to be "Dumb and Dumber" (box office gross: $127 million). He also built some apartment buildings in L.A. and chose not to invest in Cirque du Soleil. "I thought: 'Who the hell would pay good money to go see a circus?'"

He can laugh about it today because he's living the life he always wanted. "I say to my sons: 'Find a job you love and you'll never have to work again.' For me, that was wind power. When I look back on everything, I'm very fortunate to have been where I was at the time, to have had the opportunities and experiences I've had. You guys even got me a free pass to the Fort Lauderdale boat show. It's the first one I ever got!"

Photography – Gary Beckett

Living in the Past

Incessant rain may have washed out the antique airplane and automobile concours at the 21st Ocean Reef Club Vintage Weekend, Dec. 3-6, 2015, in Key Largo, Florida, but it couldn't keep the classic yachts from gracing the docks, nor dampen spirits at the epic "Vintage Primetime" party.



Danny May with his tribute to the Batmobile



Dave and Cheryl Copham, owners of To-Kalon, *and Lee and Penny Anderson, owners of* Penny Mae



Left: Alan and Vicki Goldstein, Vintage Weekend co-founder. Below: Gretchen and Ed Adler, owners of Angelus







Right: Steve and Tanya Adams, owners of Chino. *Far right: June Vickers and Allen Zwickel, owner of* Blue Mist. *Below: Lou Jezdimir, owner of* Shirean





Left: Hemingway look-alike Forrest Macaragel with owner of Pilar *Mike Fernandez. Right: Chuck Schwager, owner of* Loose



PHOTOGRAPH: KATIE UHL (BOTTOM)

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OUT OF THIS WORLD

Words – Cecile Gauert

Photography – Jeff Brown/Breed Media




ROMEA



How do you do justice to the work that's gone into making a superyacht? It's a nearly impossible task, especially when the interior encompasses no fewer than 182 different finishes garnered from all over the world, as is the case on *RoMEA*. Take, for example, *RoMEA*'s dining table, a true work of art with a hand-carved base and a lacquered top.

"The dining table is finished with a particular hard-wearing Japanese lacquer that was originally developed for the scabbard of Samurai swords," says the interior designer, Terence Disdale.

Like everything else about the Samurai tradition – and really all things Japanese – the making of the sword's scabbard was a fastidious affair, involving the sap of trees cured and applied following precisely timed steps to create (sometimes with the addition of silver or gold power) a light, resistant and precious lacquered finish.

"It is a very lengthy task to apply this lacquer as each of the twenty or so layers has to dry hard before the next is applied," Disdale says. "To my knowledge this is the first time it was ever applied to such a large surface, which took many months. The effect relies on the final sanding, which means the finished effect can only be viewed when the table is completely done. Only at that stage can you fine-tune the other finishes in the room." Carved oak panels, their grooves sanded by hand, echo the patterns on the table.

Many yachts with elaborate interiors have emerged from Germany's family-owned Abeking & Rasmussen (A&R). Witness *Amaryll*is or *Excellence V*, each with Reymond Langton interiors, for instance; they both have an enormous amount of complex, beautifully executed details. Another characteristic of the yachts launched at the Lemwerder shipyard on the Weser river in Lower Saxony is that they tend to be rather discreet, despite – or perhaps due to – their growing size. As if to confirm this fact, the largest yacht yet delivered by A&R bears the name *Secret*. A Sam Sorgiovanni design, she left the yard in 2013 and her Jim Harris-designed interior has never been shown. *RoMEA*' s identically sized predecessor, *Kibo*, was launched in 2014 and has also kept a low profile. "We do seem to attract owners who seek privacy," says Till von Krause, the yard's director of sales. He says yacht clients appreciate that A&R is a family business and that they can speak directly to the company's CEO, Hans Schaedla, who, in 2009, succeeded his father at the helm of the soon-to-be 100-year-old shipyard.

A little more visible than recent yachts to emerge from A&R, *RoMEA* made her world debut at the 2015 Monaco Yacht Show and is available to a rarefied group of clients able to afford its close to seven-figure weekly charter rate (once you factor in taxes and incidentals). She is nonetheless a bit of an enigma. The owner's representatives, Imperial, are reluctant to provide details on how the yacht came to be and the owners are, naturally, off-limits. Company representatives prefer to let the "oohs and ahhs" speak for themselves, and there were plenty of those during the well-choreographed show visits.

RoMEA will be among the largest yachts available for charter. Close to 269 feet in length, with an elaborate beach club encompassing a Finnish sauna and one of several media rooms, a beauty-dedicated area with massage room, walkaround decks that compare favorably to promenade decks on small cruise ships and an irreproachable, easygoing interior bathed in light, *RoMEA* will be a standout from the Mediterranean charter fleet that gathers at events such as the Monaco Grand Prix.

Imperial, with offices in Monaco and Moscow, prides itself on its professional and discreet service to its clients who seem to have in common the goal of building outstanding superyachts and keep themselves out of the limelight. One the first grand yachts that Imperial helped produce was *Arkley*, launched in 2009 at Lürssen, followed a year later by the Amels' *Bel Abri*. The company works with the world's leading shipyards and designers but also likes to keep close tabs on all of its projects. "As owner's





Recreation is built right into the yacht, with an outdoor cinema, well-concealed garage filled with toys and a private sun deck with Jacuzzi.



representative and construction manager of *RoMEA*, Imperial installed a large team at the shipyard from day one, and every exterior and interior detail was supervised from the very start by Imperial in respect with the owner's requests and budget," says the company's chairman, Evgeniy Kochman.

In this case, the company is also involved in managing the charter program and helped select the 23-member crew, carefully chosen and trained to offer a five-star or even six-star experience. They are assisted in this task by a logical and practical layout dedicating two decks to their quarters, galley, split-level engine room, garage, laundry and stores.

Imperial dismisses parallels to previous vessels. Involved from the get-go in the extensive specifications, the company stresses that *RoMEA* is a custom project whose elegance mirrors the owner's good taste. "*RoMEA* clearly doesn't look like any other superyacht; her interior and exterior layout are completely made to suit the owner's requests," Kochman says. "The layout was selected by the owner in close collaboration with Terence Disdale and Imperial. It is built mainly to satisfy his requests while on board. Charter clients will recognize this process while living

> "RoMEA *clearly doesn't look like any other superyacht; her interior and exterior layout are completely made to suit the owner's requests.*"





Texture is a big component of the interior, with thick silk carpet in the salon (above) making way for oak soles in the dining area (top) where the table is a lacquered work of art.

on board; every single element was designed to make your journey unforgettable."

Disdale says one of the yacht's strong points is the "practical layout that rotates from the central stairway leading through the decks up to the sun deck." An elevator, clad in stainless steel details polished to a jewel finish – "You can't imagine how much work we did on it," says von Krause – provides an alternative to ascending the comfortable stairs to the top, where a private sun deck with Jacuzzi is located. Privacy is also paramount in the owner's area, which takes up about half of the upper level's interior accommodation with a cabin for children, an ample study, identically sized his-and-hers baths, dressings and a spectacular bedroom. A privacy wall/headboard anchors the bed, which sits at the center of wraparound windows offering views of a discreet terrace and the sea beyond. The owner's guests certainly won't feel shortchanged, their cabins vast, comfortable and enjoying a prime location on the main deck.

Despite imposing dimensions, no one space feels either too large or underutilized. Wide passages outside provide a sense of ease that is replicated inside with great headroom. Soothing colors and meticulously selected materials, including oak, leather, silk and stone, live in perfect harmony. While ever consistent, the décor is not repetitive.

"Too much matching decoration from space to space will create a 'corporate' environment without any visual surprise," says Disdale, who also avoided the "startling wow factor." Although the interior was developed in close consultation with the owners and their representatives, Disdale says, "The overall philosophy of the interior is not really a departure from our day-to-day mantra of avoiding glitz and visual ostentation in decoration."

The goals were to "create a calm environment, easy on the eye but including finishes and detail that entertain the eye as well as the mind," and, Disdale adds, "above all, create an environment that functions as well as being aesthetically pleasing."

There is a great sense of ease moving throughout the decks. To make room for a wide corridor enabling guests to get to their soundproofed cabins, the designers chose to "pinch" the space a bit at the bathroom level rather than taking away from the staterooms. Shapes, sounds, lights, art and even smells all work in concert to envelop guests into an atmosphere of utmost comfort. Feet can also participate in the discovery of sensations, from thick silk carpets that surround the toes to round pebbles that

> *"With the goal of creating a calm environment, the yacht's finishes and detail entertain the eye as well as the mind."*





Oscar-winning movies look great on the salon's cinema screen, and guests can make a Hollywood entrance from the lobby (above) and its sparkling stainless steel-clad elevator.

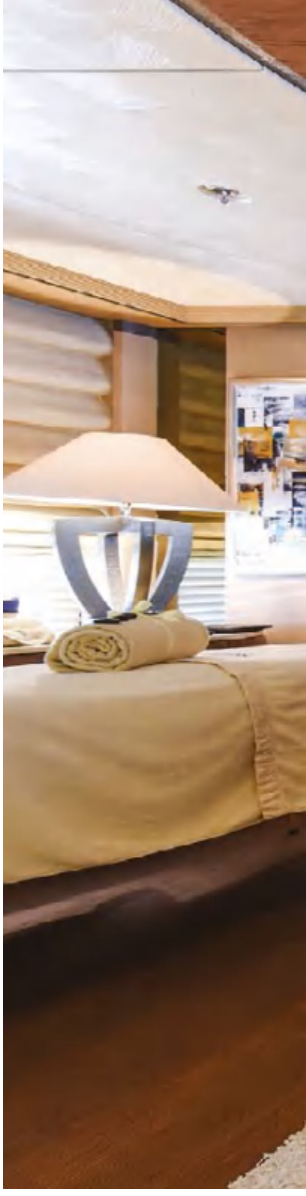
See more on the iPad edition



A world of discovery awaits guests aboard RoMEA, *with art and custom pieces sourced from all over the globe to convey luxurious ease.*









RoMEA *has everything to soothe the senses, including a relaxing décor in the guest suites (top and center), a sauna and lounge adjacent to the beach club (bottom) and a spa (opposite top) on the bridge deck.*





massage the soles. And if you happen to be tall enough, you can also feel with the tip of your fingers the texture on the ceiling, created by a British artist.

Behind this sense of ease is an elaborate process of creation. Disdale, winner of Boat International Media's Lifetime Achievement Award in 2014, has spanned the globe in search of new ideas and finishes that grace the interiors of several of the world's most iconic yachts. *RoMEA* is only the second yacht he has designed to be built at A&R, but he's already made his mark. Von Krause, who visited the iconic design firm in Richmond, UK, and marveled at the samples available for clients to peruse, shows a real appreciation for Disdale's unique creative process, even if it may add a little to the complexity of building a superyacht. Von Krause estimates than no fewer than 250 trucks transported goods to and from the German yard when it came to outfitting the yacht.

"The logistics can become a challenge in production when the fitted furniture is made in Germany and shipped to South America to be finished with dried cow horn, lacquered and returned to the vessel," says Disdale,



"but that is typical of what we do in our constant search for new finishes."

As for Imperial, what they sought to do was "simple: deliver a state-of-the-art motor yacht within time, costs and quality deadlines," says Kochman. "And Imperial is delighted to confirm that we achieved successfully the task." With art from all over the globe, *RoMEA* is truly out of this world but also remains very rooted.

RoMEA – *Abeking & Rasmussen*



LOA: 268' 4" (81.8m)
LWL: 242' 6" (73.9m)
Beam: 41' 4" (12.6m)
Draft: 11' 4" (3.5m)
Gross tonnage: 2,312 GT
Power: 2 x Caterpillar 3516C
Speed (max/cruise): 16.9/14 knots

Range: 5,750 nm @ 14 knots
Fuel capacity: 55,476 U.S. gallons
Generators: 3 x Caterpillar C18
Bow thruster: 250kW
Stabilizers: 2 x Quantum XT zero speed
Freshwater capacity: 15,850 U.S. gallons

Owner and guests: 12
Crew: 23
Tenders: 1 x 32' Yacht Werft Meyer Limousine, 1 x 28' Pascoe Beach Lander, 1 x 19' Yacht Werft Meyer Sports tender
Construction: Steel, aluminum

Classification: Lloyd's; MCA LY2 compliant
Naval architecture: Abeking & Rasmussen
Exterior styling/Interior design: Terence Disdale Design
Project management: Imperial

Charter management: Imperial
t: +377 97 98 38 80
w: imperial-yachts.com
Builder/year: Abeking & Rasmussen/2015
Lemwerder, Germany
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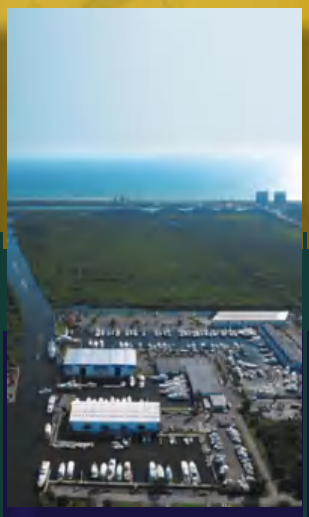


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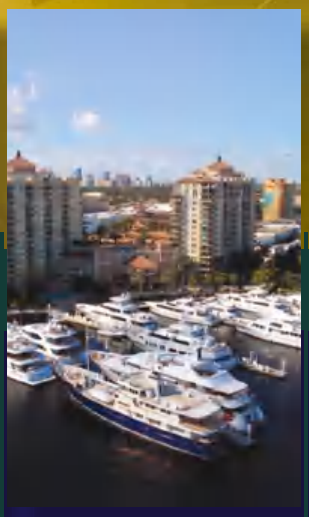


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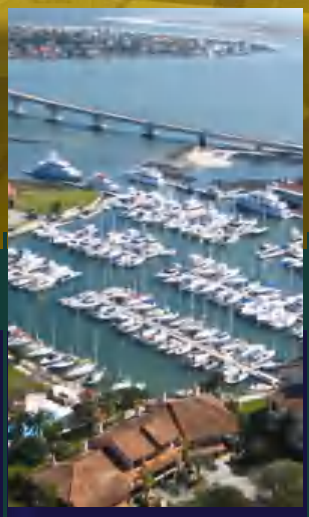


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ADVENTURE SEEKER

Italian style married to a rugged explorer design gave birth to Moka, *a new kind of yacht for both her owners and her builder.*

Words – Kate Lardy Photography – Beppe Raso Lightline





Owning just any yacht doesn't cut it nowadays. With the financial crisis over, the upper echelon has gotten more discriminating in their tastes and more adventuresome in their appetites. Today it's about owning the right kind of yacht, and, increasingly, this means one capable of exploring the world. Certainly that was the rationale behind Sanlorenzo breaking into the explorer market with the Italian yard's 460EXP (the 460 referring to its gross tonnage).

ShowBoats' 2016 Global Order Book confirms the burgeoning market for owners who want to go further and farther. The number of expedition yachts in build is up 17 percent over 2015, the biggest increase of any segment. Granted, this style boat makes up only 7.3 percent of the total new-build market, but its gains are apparent when you compare it to the 4.1 percent of five years ago.

Whether it's due to people becoming more adventurous in a progressively more interconnected world or those with means getting more particular about their diversions, Sanlorenzo has picked up on the trend. "We began to get the perception that our clients were starting to feel the need to get beyond the experiences and sensations they had been used to," says Massimo Perotti, chairman of Sanlorenzo.

This is exactly the type of client Sanlorenzo's first explorer attracted: experienced owners who have based their previous boats in the Med, but the 460EXP – which they call *Moka* – will be their first expedition yacht, and they intend on stretching her legs.

In shopping for their next yacht, they looked for boats that could take them on extended trips to expose their children to new places. "We are an active family with three children, and we love to travel to far-off locations," says the wife half of the owning couple, who reside in New York City. "Our days are spent on excursions learning more about where we are, on hikes, visiting villages, shopping at local markets, touring the coastline by tender and doing lots of water sports.

"We looked for something that we felt represented our family, but could not find something that was substantial, rugged, yet luxurious enough for long trips," she continues. "Then we found the Sanlorenzo Explorer. It strikes the perfect balance between design and functionality. The people at Sanlorenzo have put a modern and technological twist on what is considered a working boat. It has the at-home feeling we love about our yacht, and it is capable of cruising to the secluded places we dream about."

Moka's workboat qualities are pretty obvious at first glance. "We mixed two different worlds; the purpose was to design a luxury yacht while keeping the appearance of a commercial boat, combining safety with maximum comfort," says Francesco Paszkowski, who was responsible for the model's exterior styling.

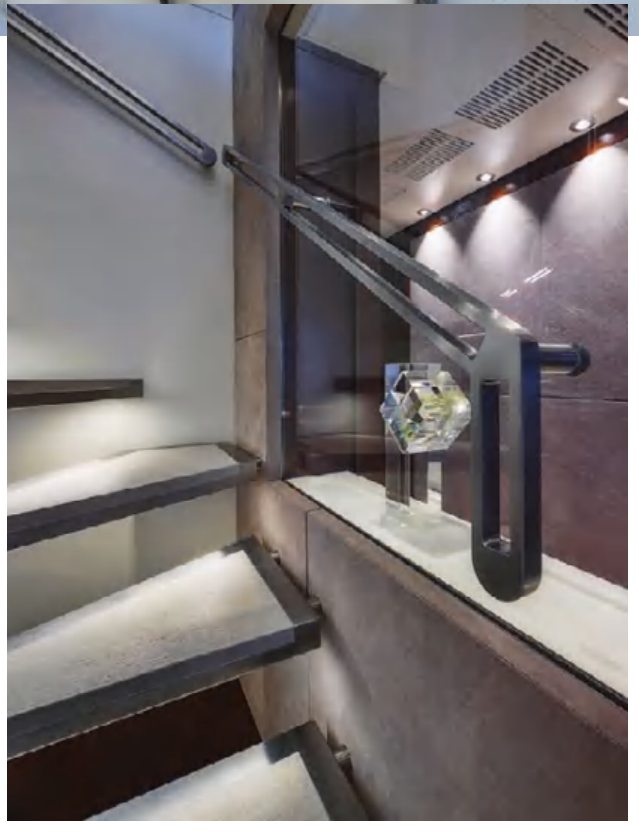
With the superstructure shifted forward, the main aft deck is a true boat deck, its centerpiece a Chris-Craft Capri 21 in matching





Moka *is the experienced owners' first expedition yacht and they intend on stretching her legs.*





livery to the hull's olive green. A hefty four-ton crane can lift and stow anything up to 33 feet here. Yet with the deck cleared at anchor, this space becomes a vast sunning or party deck.

That's the key to this explorer; yes, she's got that practical aft deck and high all-weather bow, but this is coupled with plenty of white-boat amenities and Sanlorenzo's refined style inside and out. In addition to strong, imposing lines, Paszkowski also designed wide glass windows to allow plenty of light and magnificent views, a congenial beach club with a bar and, the pièce de résistance, a swimming pool with contra-jet on the main deck. The interior design, done in-house by the Sanlorenzo team in conjunction with the owners, is light and modern and eminently livable. A light-dark contrast of white oak and mahogany is the backdrop for low-slung contemporary furniture, sumptuous carpets and wall panels in exotic materials.

At 138 feet, the 460EXP is a manageable size with a reasonable eight-foot draft that won't exclude it from many anchorages. From tank to top deck, she has plenty of volume for self-sufficiency. "The amount of space on board is amazing," says the wife. "There are six cabins, so we can bring friends and family on our vacations. Each of us has our own space, which is important on long trips. There are three exterior decks, so we have enough room to carry all the water toys and a large tender. When we are underway, and the decks are packed with all of our toys, the boat still feels very stable. It is a relief to know everyone is comfortable."

There was plenty of room to forgo one possible guest cabin belowdecks in favor of a gym, still leaving three double staterooms and two twin cabins on the lower deck, all with spacious

One of the family's favorite features is the multitude of spots to spend the day. They typically have breakfast in the upper-deck salon (opposite top left), then divide their time between the beach club (above) and the huge main aft deck (opening photo). Even the main salon (opposite) has separate conversation areas.







en suites. This is in addition to the main-deck master suite, which encompasses his-and-her baths and a sizable dressing area.

"One of the things that makes the layout of the decks special is the way they are distributed; there is an area to use every moment of the day," says the wife. "Usually we have breakfast in the upper-deck salon, then spend time between the beach club on the swim platform and the huge aft deck. Later in the afternoon, we all meet on the sun deck to catch up and relax on the loungers. We'll have dinner together and watch the sunset. The views of the ocean from the sun deck are truly breathtaking."

High operational functionality supports long cruises. The crew quarters for six are generous, and the captain's cabin is ideally situated adjacent to the wheelhouse. A tank deck gives extra space for laundry and stores, including four refrigerator/freezers. Large pantries on all decks ease service, and the crew's staircase nearby to port keeps the flow neatly away from the guests.

In the engine room, the engineer enjoys a separate control room (not common on this size yacht), and reliable Caterpillar C32s provide a good range of more than 4,000 nautical miles at 11 knots. The mains, at just over a modest 1,300-horsepower, also offer excellent fuel economy. It is one of the features that earned *Moka* RINA Green Plus certification, which was another draw for the owners. The Green Plus designation is based on an environmental index, which scores a yacht on its ability to mitigate 12 different pollution sources.

The first 460EXP sold following her launch this past summer,

See more on the iPad edition





The guest staterooms (left) and on-deck master (above) are particularly spacious. A gym (below) takes the place of one cabin belowdecks.



Moka's *chef takes advantage of a huge window to grow fresh herbs along the sill.*





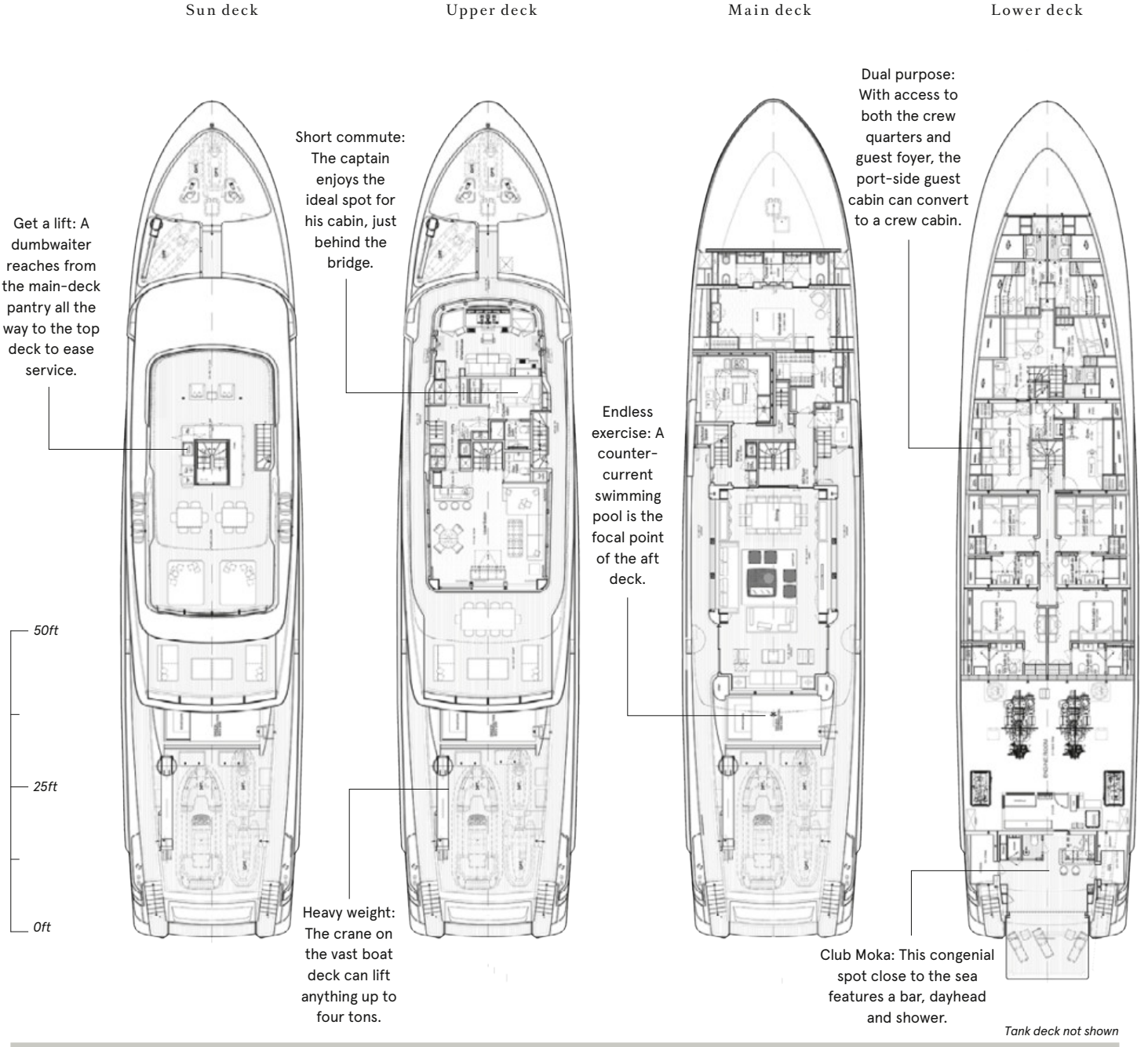
and in the few months since, four more have gone under contract. The model seems to have garnered worldwide appeal with the next clients hailing from Mexico and Switzerland, and at least one affirming he wants to go around the world.

The differences between the first few hulls illustrate the amount of customization possible. The second hull adds a gym to the top deck and a media room to the lower deck, and instead of the beach club there's a lazarette and an extra cabin for the engineer aft. The third hull shows yet more variation, relocating the galley to the lower deck to make room for an oversized master suite on the main, and there's a top-deck Jacuzzi in lieu of the swimming pool. Sanlorenzo points out that it's even possible to have another endless swimming pool belowdecks in the space where *Moka* has a gym and to situate the master suite on the upper deck abaft the bridge.

The 460EXP's initial success bodes well for the Italian builder and confirms Perotti's instincts. Could there soon be an extended SX explorer range to match Sanlorenzo's SL planing and SD semi-displacement lines? Perotti doesn't rule it out. "Today we are dealing with a market that has changed considerably compared to what it was in the two decades before the crisis; our expert and mature clientele is looking more and more for boats that can fit their special needs. The explorer line represents one of these specific areas of interest."

Watch this space.

Moka – *Sanlorenzo*



Tank deck not shown

LOA: 138' 5" (42.2m)
LWL: 125' 4" (38.2m)
Beam: 30' 10" (9.4m)
Draft: 8' 2" (2.5m)
Displacement (half load): 410 tonnes
Gross tonnage: 460 GT
Power: 2 x Caterpillar C32 ACERT

Max speed: 16 knots
Range: 4,000 nm @ 11 knots
Fuel capacity: 13,209 U.S. gallons
Generators: 2 x 99kW Caterpillar
Bowthruster: 75kW CMC
Stabilizers: CMC

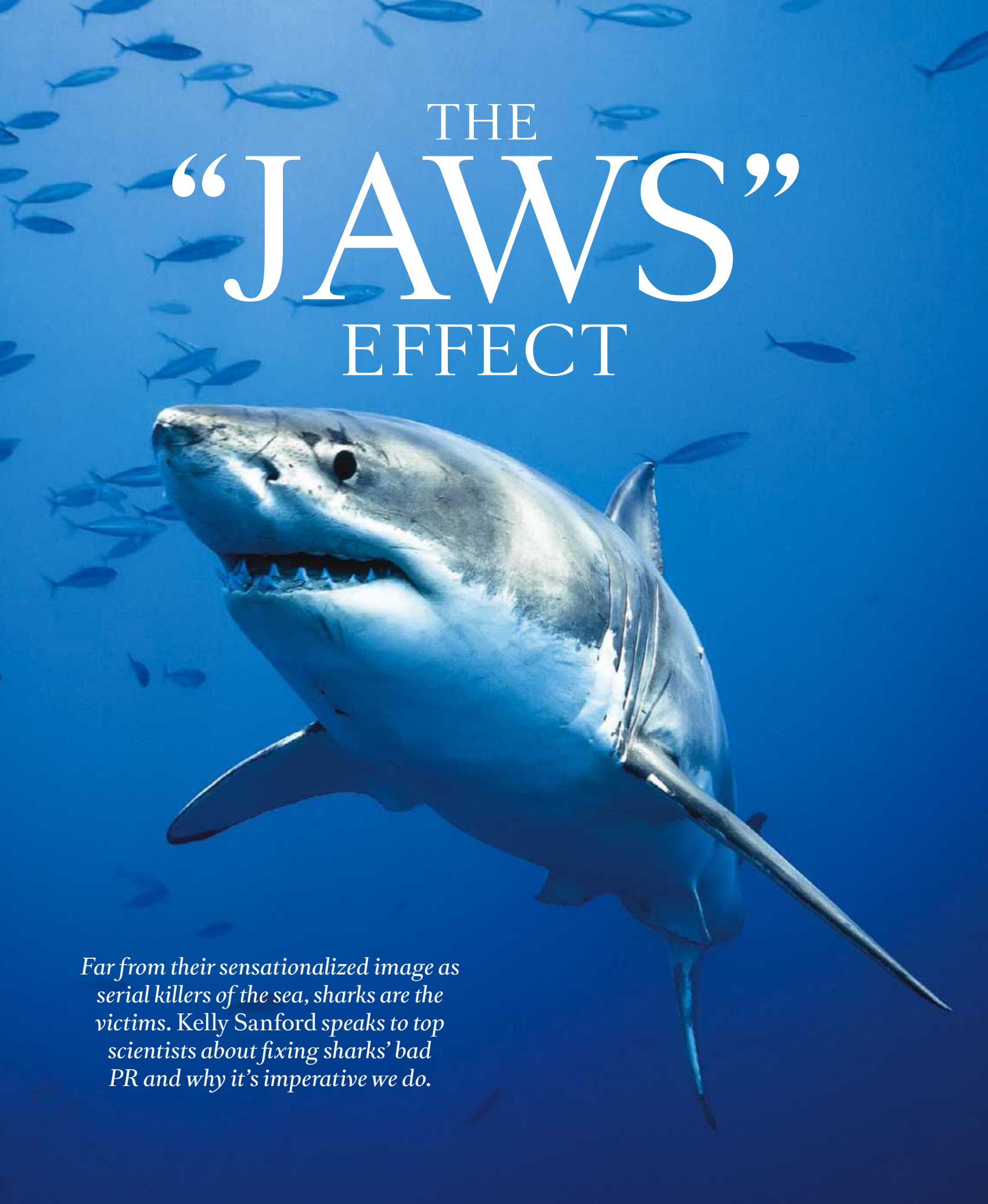
Freshwater capacity: 2,113 U.S. gallons
Black/gray water capacity: 763/1,321 U.S. gallons
Owner and guests: 12
Crew: 7-8
Tenders: Chris-Craft Capri 21; 28' Lomac Adrenalina

Construction: Steel, aluminum
Classification: Rina C* HULL MACH; Y
Naval architecture: Sanlorenzo
Exterior styling: Francesco Paszkowski
Interior design: Sanlorenzo

Builder/year: Sanlorenzo/2015
Ameglia, Italy
t: +39 0187 6181
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THE "JAWS" EFFECT



Far from their sensationalized image as serial killers of the sea, sharks are the victims. Kelly Sanford *speaks to top scientists about fixing sharks' bad PR and why it's imperative we do.*

The dark shadows of the ocean's apex predators lazily circle the boat, which is rocking gently on the mooring. It is just another day on the job for William Winram and Frederic Buyle of the Watermen Project. They don their wetsuits as accompanying cameramen and scientists prepare their equipment and scuba gear. A cage is lowered into the water, but it's not there for the shark taggers, it's for the cameramen. Winram and Buyle are record-holding free divers and, forgoing scuba gear, they will need to surface periodically – every three minutes or so – for a breath of air. They mentally prepare by clearing their minds of all distractions to a point of utmost relaxation and absolute focus. Armed with nothing more than this meditative calm and a spear gun that has been adapted to deploy scientific tagging devices, they join the meandering great white sharks in the blue abyss.

The Occident

With shark numbers declining at an alarming rate, scientists and activists are looking for new ways to overcome the "*Jaws* effect" of fear-driven apathy toward sharks. Winram says, "The fake-u-mentaries that anthropomorphize sharks, portraying them as serial killers of the sea, are unacceptable abominations... It is going to be an uphill battle to change that paradigm, and it all starts with educating people."

Free diving among great white sharks may seem like an extreme measure, but Winram explains that when approached from a perspective of knowledge and respect, it is precisely the kind of interaction that may change the way future generations perceive these fascinating predators. In the years before his death, *Jaws* author Peter Benchley himself became an ardent advocate of shark conservation and said if he were to rewrite the story of *Jaws*, the shark would have to be the victim, not the villain.

"We are managing to systematically destroy entire shark populations because of greed, fear and a lack of knowledge," says Jean-Michel Cousteau, who heads the Ocean Futures Society. "The only way to reverse public opinion is through education and an emotional connection. My father, Jacques Cousteau, used to always say, 'People protect what they love.' But then I continue to say, 'But how can we protect what we do not understand?'"

The Orient

In China, shark fin soup has been considered a delicacy and status symbol since the Ming Dynasty. Imperial banquets are a celebratory tradition, where meals composed of exotic delectables signify one's place in society. Shark fins are a panacea in Chinese Folk Medicine; absent of any scientific proof, they are rumored to remedy everything from a low libido to cancer.

As a budding middle class began to bloom in China, demand soared, setting off a gold rush for shark fins. With little desire for other parts of the shark, fishermen frequently engage in a practice of "finning," meaning they remove the shark's fins – often while it is still alive – and toss it back into the ocean where the shark, unable to swim, drowns.

But sharks attack people

And if you thought to yourself, "Well, that's one less shark to worry about at the beach!" you are not alone. Our insatiable appetite for sensationalized news bites and collective tolerance of pseudoscience makes it hard for even the most rational person not to harbor a latent fear of a shark attack.

George Burgess, director of the International Shark Attack File (ISAF), says, "People are fascinated by sharks, and it is frightening to think that our playground is their dining room... Sharks do indeed attack humans, most often as mistaken-identity bites in which they apparently interpret the activities of humans as those of normal prey items." Mistaken-identity bites can cause major injuries but despite billions of human hours of activity in the oceans worldwide, only six deaths a year, on average, result from shark bites.

Burgess explains that as populations rise and there are more people going in the water, increased human interaction with sharks is a matter of simple math. It is possible to avoid unwanted encounters, and the ISAF website lists tips that help understand how best to do so. "Sharks have the teeth, but we have the brains," he points out.

Why sharks matter

In the fossil record, sharks pre-date the dinosaurs, and they have survived four mass extinctions during which 70 to 90 percent of all other life on Earth perished. For 450 million years, sharks have kept ocean prey populations in check, and they have also served an essential Darwinian purpose by dispatching the weak, the injured and the dead. They are the instruments of evolution.

An estimated 50 percent of the earth's oxygen and roughly 30 percent of our food comes from the ocean. Taking time to speak with us from the Climate Conference in Paris, renowned oceanographer Dr. Sylvia Earle said, "Sharks are an essential part of the ocean and keep natural ecosystems intact."

For every human fatality caused by a shark, there are 10 million shark fatalities caused by a human.



In China, shark fins are in high demand for their rumored healing power.

PHOTOGRAPHS: ISTOCK / VLADOSKAN (OPPOSITE), ISTOCK/LONELYTRAVEL (THIS PAGE)

Dr. Mahmood Shivji, director of the Save Our Seas Shark Research Center and Guy Harvey Research Institute at Nova Southeastern University in Fort Lauderdale, Florida, explains, "In a region of Australia, just the presence of tiger sharks has been shown to strongly affect the distribution and foraging behavior of their herbivorous prey, such as dugongs and turtles. To avoid the risk of shark predation, these herbivores change the location of their grazing on seagrass substantially, depending on if tiger sharks are seasonally present or not. And in turn, that seasonal alteration in grazing behavior and intensity allows the seagrass beds, critical ecosystems in their own right for many other small species, to remain stable by preventing constant grazing pressure. It's all deeply connected. In Bermuda, declines in seagrasses have been linked to an increase in turtles, which in turn is tied to declines in tiger sharks... Sharks are evolutionary marvels and an essential part of the natural order."

What has a shark ever done for me?

"The depletion of sharks disrupts the natural food webs," says Earle. "When we lose top predators, it opens the door to numerous problems, such as invasive species, and then all populations suffer – including us in terms of the reefs we enjoy down to what ends up on our dinner plate."

We may already know that the risk of a shark attack is very low, but could sharks save lives? "Sharks have a remarkable ability to heal from wounds and can even regenerate their kidneys from stem cells," Shivji says. "Wouldn't it be wonderful to learn how they do this? We are learning that sharks have some amazing biological properties that may have biomedical implications. Though it is a misconception that shark cartilage prevents cancer, some compounds from cultured cells of bonnethead sharks have shown tantalizing hints of anti-tumor activity in the test tube."

Shivji says that sharks are one of the oldest living examples of a vertebrate adaptive immune system, and scientists are slowly making discoveries of how it works. Sharks carry a specific type of antibody that humans do not. This antibody is extremely small and very stable.



> *"When I am eye to eye with a shark in its domain, I do not act like prey, so I am not treated like prey."*

"This is relevant to immunotherapy because it can target very small antigens," he says. "They may someday act like bullets to attack antigens and pathogens in a precise and efficient way. It would be tragic to discover that sharks held a treasure trove of biomedical applications only after it was too late."



Deepsea Challenger

Ocean Exploration in the Space Age

Every child learns how the Soviet Union's Yuri Gagarin was the first man in space, followed shortly thereafter by American Alan Shepard. It was a time that galvanized the human pioneer spirit. But lost in the annals of history is the fact that a full year earlier, in 1960, the U.S. Navy's *Trieste* became the first manned submersible to visit the bottom of the Mariana Trench. Two men, Jacques Piccard and Don Walsh, reached 35,797 feet below sea level – and as a nation, the U.S. has never gone back.

Fifty-two years later, in 2012, Canadian filmmaker James Cameron became the third person ever to visit the bottom of the Mariana Trench, raising the number of man-hours at that depth from 20 minutes to three hours and 20 minutes. Currently, 552 people have been into space for a combined 130 *years*. It cost Cameron $10 million to build the *Deepsea Challenger* submersible. In 2014, NOAA's entire budget for ocean exploration was $26 million. In contrast, NASA's budget was $4 billion.

"The disparity of ocean [versus space] exploration is troubling," says Dr. Sylvia Earle. "We have been neglectful of investing in technology that allows us to explore our own planet."

"Deep ocean research is something SeaKeepers would love to support," says Richard Snow, president of the International SeaKeepers Society, "and I think there are people in yachting who would love to get involved, but anything nationally funded is politically unpopular."

Earle has her own foundation, Mission Blue, which has a dedicated component for deep-water research. "We don't really know the full impact of events like the Deepwater Horizon spill because it is a part of our planet we know so very little about," she says. "It's a catch-22. People don't care about what they can't see, but they can't see because too many don't care."



Scientists at the Guy Harvey Research Institute tag mako sharks to study movement and behavior.



Just how far gone are they?

It's pretty far. Earle says, "The number of sharks in our ocean have been reduced by eighty to ninety percent since the 1950s." According to Burgess, for every human fatality caused by a shark, there are 10 million shark fatalities caused by a human. So if there is an average of six human fatalities per year, then that is 60 million sharks a year (a conservative estimate considering some put the number of sharks killed annually as high as 100 million). This means that humans are currently killing nearly 7,000 sharks per hour...24 hours a day...every day.

Holding out hope

Among the youth in China, there has already been a positive turn. Ocean conservation organizations have had some remarkable success in reducing demand for shark fins by specifically focusing on Chinese millennials. Public service announcements that star Chinese celebrities vowing not to consume shark fins and unsettling images of drowning sharks have proven effective in curbing demand.

Though the experts were not a quorum on the merits of live shark encounters (with Burgess notably taking umbrage with the concept), Cousteau says, "My perspective on shark [tourism and] shark feeding has changed over the years... When I weigh the possible disruption of the sharks' normal lives by feeding them against the benefits of creating a constituency of people who respect and speak out for them, I choose feeding sharks under certain conditions... When linked to an educational program, this kind of limited shark encounter promotes understanding and respect for sharks."

A number of countries (Palau, for example) that once profited from the harvesting of sharks have become dependent on eco-tourism. By any measure, a live shark is more valuable than a dead one. There are small victories that give scientists hope. We know that tiger shark populations are on the rebound in Australia, and Burgess tells us that thanks to fishery and conservation efforts, great white populations on the eastern U.S. coast have stabilized and have begun to rebound on the West Coast, marking the first discernible rise after a century of decline.

A fresh perspective

Now if you just thought, "Great white numbers on the rise? Oh great! You just scared me out of the ocean again," we will wrap up where we began – back in the big blue with Winram freely swimming in the company of sharks.

"I never lose sight of the fact that these can be dangerous animals. It is not always safe to swim with them. It is important to be smart and understand sharks before swimming with them," he says. "The ocean is not a playground; it's an ecosystem. But when I am eye to eye with a shark in its domain, I do not act like prey, so I am not treated like prey. The shark demands that I respect it. Its body language says, 'I am not cute. I am not cuddly. I am not here for your amusement; I have a purpose and at the same time, there is far more to me than meets the eye.'"

If one gets past the belief that sharks are in a constant kill mode, they can begin to appreciate what relatively shy, curious and complex creatures they are. Winram says, "I once dove with a group of great whites surrounded by sea lions. The sea lions were darting around, checking us out, and when a shark moved in closer to get a look for itself, one of the sea lions swam up behind it and bit the shark on the tail. The shark turned away and swam off. The sea lion was protecting us, and the shark gave in."

"Go in the water and see sharks for yourself... It is a rare shark that shows more than a passive interest in people," Earle says to anyone indifferent to their fate.

Yacht owner Rhoda Steiner says, "I have been able to dive with sharks many times all over the world, and I have never felt threatened except maybe in my own mind. When you see a large shark, you can't help but react, but sharks don't want to be with you. They do not care if you are there. Often a shark encounter is so fleeting, it's almost like watching an eagle fly by – it is there, it's instantly exhilarating and then it is gone."

Looking toward the future, Steiner says, "I get it. A lot of people have better things to worry about. They have tangible issues that are part of their life today. But I wish more people would make the connection between our daily life and the ocean. I have been lucky...spoiled. I've seen some amazing things, and my wish is that my grandchildren will grow up to know oceans that are healthy."

"I tend to be an optimist," says Earle. "I see an upside and there is still a lot of hope. Prior to last year, only .01 percent of our oceans were marine-protected areas. A year ago it was one percent. It is currently two percent. If we continue that trend, doubling every year for the next ten years, then imagine what we can accomplish."

PHOTOGRAPHS: JMC OCEAN FUTURES SOCIETY (OPPOSITE TOP), WIKIMEDIA (OPPOSITE BOTTOM), G. SCHELLENGER/ GUY HARVEY OCEAN FOUNDATION (THIS PAGE)



Words – Marilyn Mower Photography – Visions Photography

CLASSIC ROCK

A little traditional, a lot modern, this entertainer may look good in any marina but she doesn't dwell there.



From the outside, *ROCK.IT* looks hip and modern but at the same time a bit classy, lacking the aggressive angularity that modern often implies. In the car design vernacular, she's a little more McLaren 675, a little less Lamborghini Aventador.

The bow is sharply raked and moderately flared but its raised, beveled bulwarks and absence of a teak cap rail speak to the 21st century. A single curved fashion plate at the main deck and a single angle shared by the superstructure and mast above support the illusion of speed even when the yacht is still. Portlights and windows are simple, effective squares and rectangles that, paired with polished stainless louvers and grills, bring a nuance of industrial chic.

The interior is a different melody played with the most traditional materials: book-matched flame mahogany, steel and stone. Rather than a disconnect, it is a conversation about classic materials used in surprisingly modern ways and a little bit about an owner's voyage of discovery.

"We started on the project having drawn the exterior profile," says designer Sander Sinot. The yacht originally began around the 40-meter mark but grew during development, not only to incorporate plenty of space for entertaining but also to support culinary creativity with a large main-deck galley. The Feadship De Voogt/Sinot Exclusive Yacht Design pairing has occurred on other contemporary Feadships such as *Musashi* and *Fountainhead*, coincidentally also built for American clients. The Sinot firm began 12-plus years ago not in yacht décor but in industrial design and transportation. This interest in machines and how things work and fit together is a hallmark of the company's work just as much as its preference for clean lines and light woods, notes the project's lead designer, Zlatko Imamovic. And therein rose an interesting challenge.

The owner's original brief began with a reference to a yacht that looked "fast on the outside but cozy on the inside." In the owner's mind, "cozy" means dark woods.

ROCK.IT's owners are Illinois entrepreneur and gourmet sub franchise founder Jimmy John Liautaud and his wife, Leslie, who, with their three children, enjoy watersports, entertaining, food and music, not necessarily in that order. After owning several Sea Rays, he became interested in sportfishing and bought an 86-foot Merritt sportfisherman called *III Amigos*. *ROCK.IT* is the family's first large yacht although they have chartered before, which is what he says led him to Feadship: "It's the best of the best."

The exterior settled, Liautaud solicited proposals for the interior, including one from Sinot that interpreted "cozy" with various shades of walnut. While he liked the look, Liautaud told Sinot he would like it a lot better if it were mahogany with beamed overheads like one of his favorite restaurants in Chicago and several U.S.-built yachts he had seen.

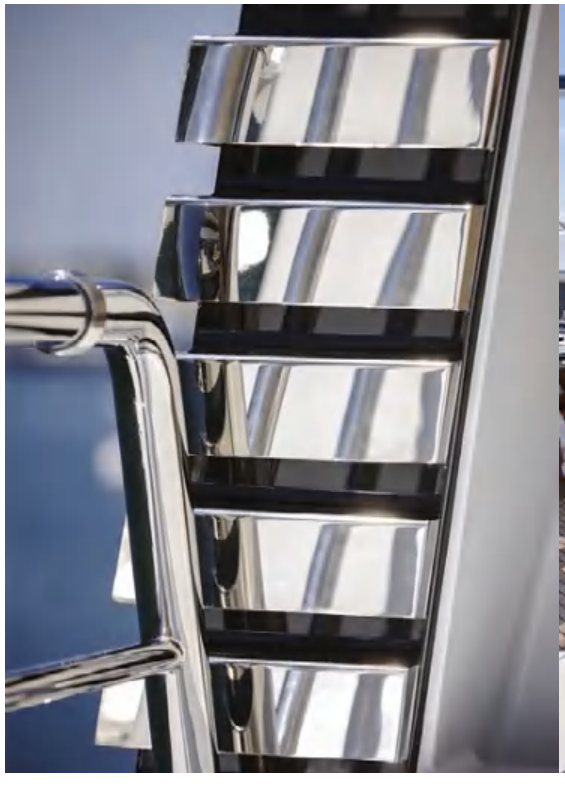
Sinot's next proposal featured a combination of straight-grain and flame mahogany, and lots of it. While loads of fielded book-matched panels give a nod to tradition, they are mixed with modern gloss joinery styles on the staircase and in the furniture, with a little marquetry to showcase craftsmanship, as well as copious use of backlit onyx. At first the specs called for all the mahogany — the straight-grain surrounds as well as centerpiece panels — to be finished in gloss lacquer.

"I worried about that," says Feadship's CEO, Henk de Vries. "I started to think that it might look too much like the interior of an expensive car." Matte, on the other hand, looked too vintage. Shine, it turns out, is a very subjective description. "We stopped the work and made seven panels one square meter with seven different finishes from flat matte to high gloss for him to choose," says de Vries. "He picked the one right in the middle."

While mahogany carries the score, Sinot's more contemporary approach to it sounded the winning notes for a style Sinot calls contemporary classic.

As well as a family boat, *ROCK.IT* is designed to be an entertainer, thus she sports several notable bars, including one at the entry point on the main deck.

Since ROCK.IT's *delivery over a year ago, she has been almost continuously moving – more than 17,000 nautical miles in nine months.*





The bridge-deck salon (above) has a different tone than the rest of the boat with light sycamore creating a perfect relaxation space. This feeling is carried out to the comfortable aft deck (below), which features multiple dining spots, both covered and open. Opposite: A Jeff Koons' Balloon Dog sculpture

"It was clear that the owners will typically greet their guests at the aft deck rather than at a starboard-side foyer," says Sinot, "so it was important to create a space that says 'welcome' and does it with wow factor." Stepping inside from the covered main aft deck dominated by a huge teak table, *ROCK.IT* changes her tune. A curved bar in backlit onyx casts a warm light on beautifully veined Portoro marble slabs, their deep veins arrayed in a starburst. A mahogany ring frames a dome in the overhead (one of several on the main and bridge decks). Floor-to-ceiling panels of exquisitely book-matched flame mahogany – sometimes called crotch mahogany because the grain pattern comes from the area where large limbs branch away from the trunk – alternate with tall wine display cabinets bordered in sycamore marquetry bands.



Sketching an interior that relies heavily on a single joinery pattern is one thing, finding enough veneer to make it work is quite another. De Vries notes that the amount of flame mahogany in the design nearly scuttled the project when the difficulty of sourcing timber sections of similar size and grain nearly got the best of the builder and its joinery company. Creating the flame look in each panel requires four sheets of veneer that need to be matched. A "book" of veneers from a log has an average of 90 "pages" of which at least half are unlikely to match as the relationship from limb to trunk changes. The semi-surrounding wall of the central staircase features 168 individual panels that match side-to-side and top to bottom through three decks. Feadship's joiners worked through 130 books of veneer on that element alone. Each panel is set into a grid of polished stainless bands pierced by tiny LED lights at the intersections. As the stair surround is obviously concave, Sinot conceived each of the mahogany stair panels as slightly convex to reflect light. The steps are stainless steel wrapped in white leather. An art niche at bridge deck level displays a small Jeff Koons' Balloon Dog sculpture; it is, in fact, a metaphor for the entire yacht: modern art on a classic background.

In keeping with this young family's lifestyle, there is no formal dining room on the boat but that doesn't mean that indoor dining has been ignored. A Sinot-designed light fixture anchors the forward end of the expansive main-deck salon. It hangs over an equally stunning custom table by Pollaro Custom Furniture in macassar ebony and lighter veneers arranged in a sunburst pattern. There are 188 pieces in the table top alone, each one cut by hand (no lasers or CNC-driven routers), which took more than 350 man-hours to complete. The edge is a faceted stainless steel band that finishes with three small rolled bars, a detail the owner saw on a Graff watchband.

Sinot also used the facets on the eyebrows of the forward-deck overhangs. "The client loves polished stainless steel, and I introduced it as a contrast element in numerous interior places," he says.

At either side of the dining table, glass bulkheads slide open leading to terraces folding out from the bulwarks. Interestingly, the terraces open manually but are so nicely balanced that it's a one-person job.

In all, there are 30 custom Pollaro pieces designed for *ROCK.IT*. Two other spectacular pieces are the desks in the VIP staterooms.

"Our work is a significant investment," says Pollaro. "Usually owners come to the shop and choose their logs for the color and grain that interests them."

Pollaro's impressive wood selection includes an inventory of 500 ebony logs in what may be the world's largest collection of macassar ebony.

Forward of the circular staircase on the main deck and the amidships lobby, with its crema marfil marble floor, is the owners' full-beam suite, which is all about relaxation and soft lighting created by lots of backlit onyx.

The couple each has a personal bath and dressing area. Hers is notable for its intricate statuario marble tiles and a freestanding tub while his has an immense shower with great views and a sink carved out of a single 1,215-pound block of Portoro marble.

The Liautaud children and guests are accommodated in two twin staterooms and the two VIPs. The doors of the staterooms do not face each other, which is a nice way to enhance privacy. Light fabrics contrast with the mahogany joinery, and all the beds appear as freestanding with ambient light escaping from underneath. There are significantly large windows in all the lower staterooms, the biggest the classification society would allow on a lower deck, says de Vries.

Also on the lower deck, the crew cabins were among the first to benefit from the MLC 2006 regulations that mandate larger minimum cabin area in addition to other amenities. The space is extremely well finished – the floors have inlayed borders – and bright. The engineer has his own quarters aft of the control room.

ROCK.IT's bridge-deck lounge is in a different key. Here the cross-grain sycamore that appears in such light notes below is allowed a riff and a few mahogany beams add percussion to an interesting overhead made of woven teak strips. The lounge is full beam and a bar to port is the crew's access point from the pantry and an example of the well-planned crew circulation that connects the decks.

"This is the last space we designed for the client, and it's more of a chill-out space," says Sinot. "It's sunny and open with lighter surfaces. On the aft deck, the sliding glass on each side can make it more of an all-weather space for dining."

As much of the art on board would suggest, *ROCK.IT*'s owners enjoy rock and roll music, and the sun deck is the place it really cranks. At party time, extra speakers are deployed on all aft decks. Two stone-clad bars facing fore and aft, each with four stools, anchor the gathering space under the hard top canopy. Interestingly, the vertical surfaces on this central area are clad in natural teak, which pairs nicely with an outdoor shower. While an awning deploys aft if shade is wanted, the canopy forward extends almost to the Jacuzzi and sunpads. The overhead is broken by nine skylights of photo-reactive glass that self-darken in bright sunlight.

ROCK.IT is anything but a marina queen. Since delivery in December 2014, she has been almost continuously moving – more than 17,000 nautical miles in nine months, according to Captain Hendrik Jacobs, who joined the project as it neared completion.



Her owner's first goal was to welcome in the 2015 New Year in Miami, and after two weeks in Fort Lauderdale, it was off to the Keys, Panama, through the Canal to Costa Rica and the Galápagos. "Our first stop after transiting the Canal was Piñas Bay and the Tropic Star Lodge, which is world-famous among game fishermen," says Jacobs. Alternating between national parks such as Coiba and Cocos Island and marinas such as Marina Papagayo and Los Sueños, the owners, family and guests spent the spring fishing and exploring.

The Pacific coast of Central America is well-known for its billfishing and *III Amigos* accompanied *ROCK.IT* along the coast of Costa Rica. The owner is a release fisherman when it comes to the big pelagic species such as black and blue marlin and sailfish. (They use tracers so that the fish don't have to be brought to the yacht to be tagged and released.)

Cocos Island was a favorite, but the Galápagos trip was the capstone of their Pacific adventure. "That's a process," says the soft-spoken Jacobs of the permits and paperwork required to enter the islands. "The last thing we did was getting the bottom cleaned and inspected at our last port of call. It gets inspected again when you enter the Galápagos. If they find growth on the bottom, you won't be allowed to anchor." With a full-time guide embarked, *ROCK.IT* visited five of the islands.

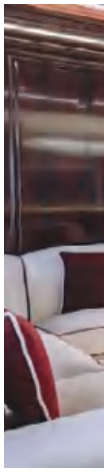
Commenting on the yacht's busy itinerary, Liautaud says, "Why not? The yacht is so beautiful I can't think of a better place to be," while his wife notes it's the perfect spot to de-stress.

This winter is being spent in the Caribbean and next summer plans are to head to the Great Lakes, where *ROCK.IT* will no doubt dazzle the Chicago waterfront.



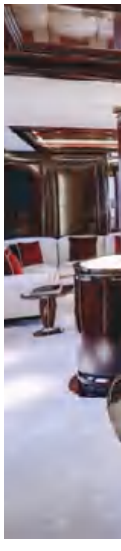
The semi-surrounding wall of the central staircase features 168 individual panels that match side-to-side and top to bottom through three decks.











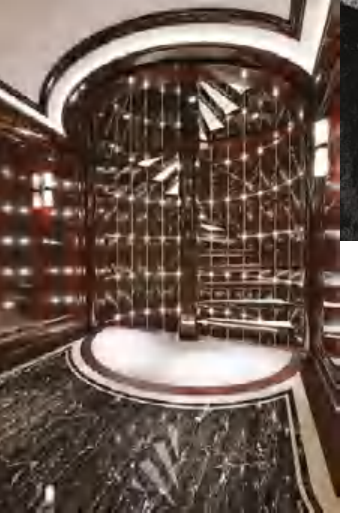
The his-and-hers bathrooms in the owners' stateroom (top) are lavished in stone – the sink in his bathroom (right) is carved from a 1,215-pound single block of Portoro marble while her part of the suite (above) features 190 pieces of statuario marble.





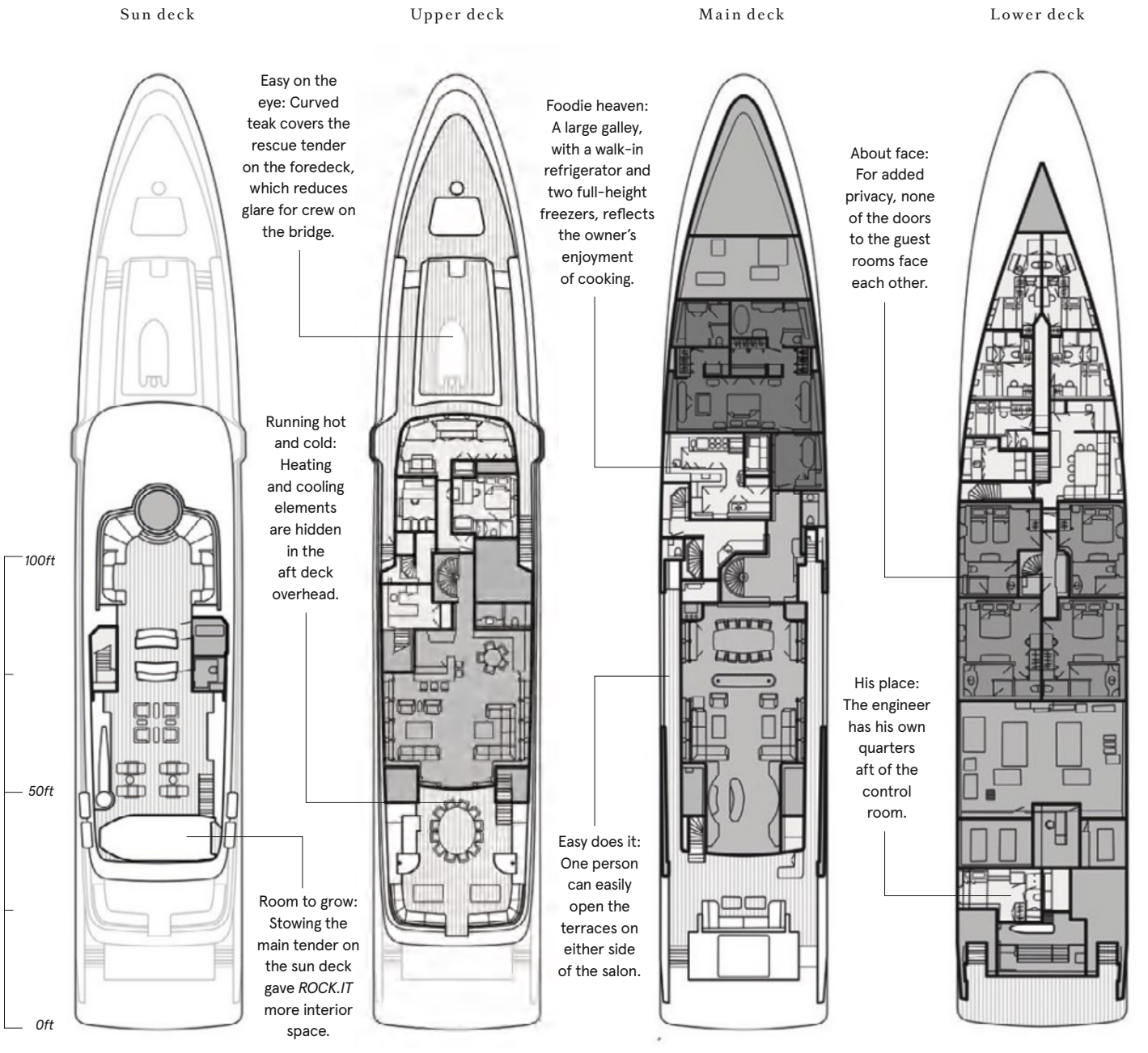






While the starboard lobby (left) is spectacular, the designer recognized that guests would often enter via the main aft deck (center left) and included a welcoming bar aft of the salon (top left). Far left: The custom Pollaro dining table, with 188 hand-cut pieces, took more than 350 man-hours to complete.

ROCK.IT – *Feadship*



LOA: 197' (60.3m)
Beam: 35' 5" (10.8m)
Draft (full load): 10' 10" (3.3m)
Gross tonnage: 1,052 GT
Power: 2 x 1,600-hp MTU 12V 4000 M53R

Speed (max/cruise): 15/12 knots
Range: 5,300 nm @ 12 knots
Generators: 3 x 175kW Kilopack
Fuel capacity: 31,701 U.S. gallons

Freshwater capacity: 6,340 U.S. gallons
Tenders: 1 x 23', 1 x crew/rescue tender
Owners and guests: 10
Crew: 12
Construction: Steel, aluminum

Classification: Lloyd's Register, @100A1 SSC Yacht Mono G6, LMC, UMS; Cayman Islands; MCA LY2 compliant
Naval architecture: Feadship De Voogt
Exterior styling: Sinot Exclusive Yacht Design

Interior design: Sinot Exclusive Yacht Design
Builder/year: Feadship/2014
Haarlem, The Netherlands
t: +31 23 524 7000
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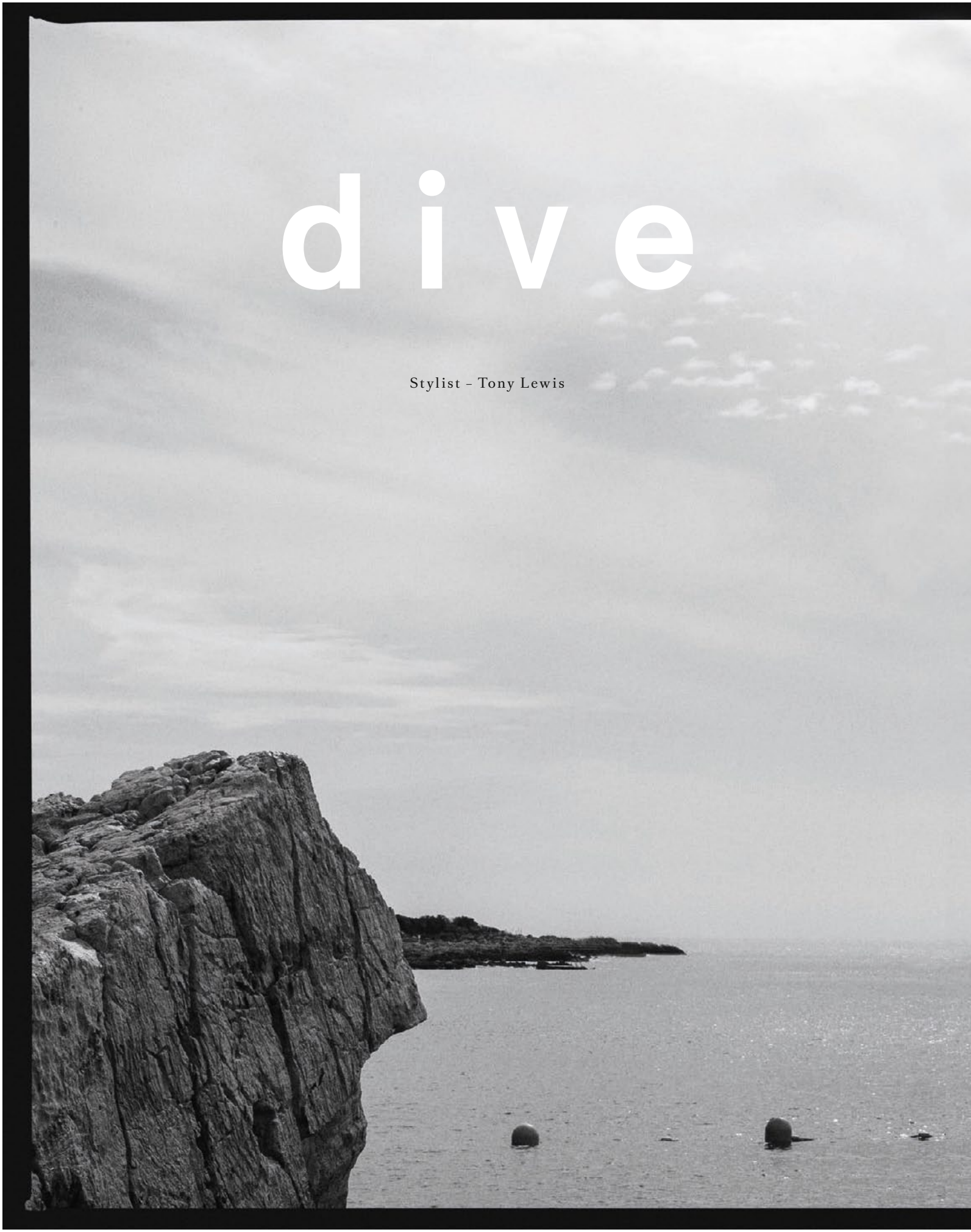
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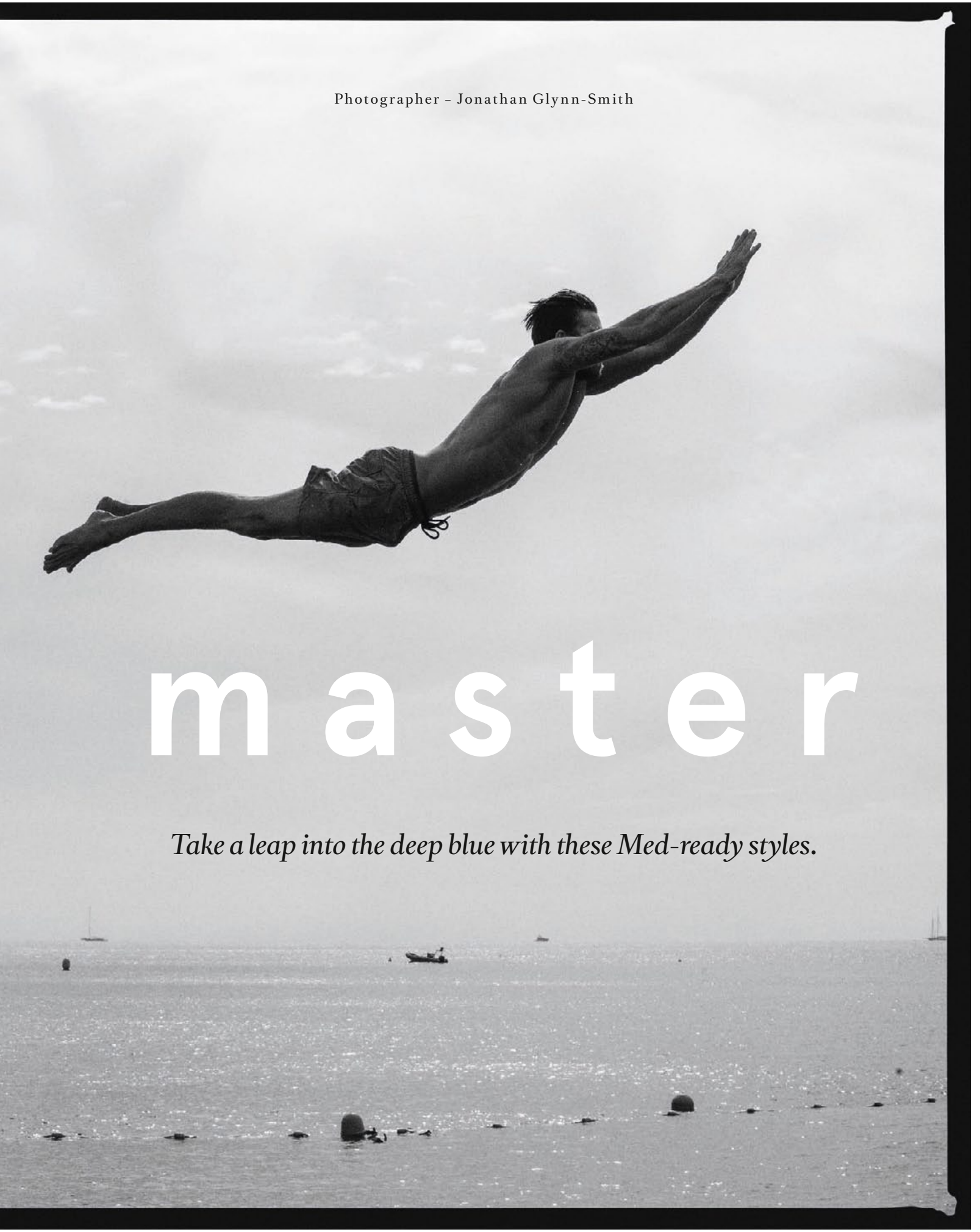
Consulting ◆ Finance ◆ Leasing ◆ Management ◆ Outsourcing Sales

dive

Stylist – Tony Lewis



Photographer – Jonathan Glynn-Smith



master

Take a leap into the deep blue with these Med-ready styles.



Previous page: green laser-cut shorts, vilebrequin.com. This page: chinos, usa.tommy.com. Opposite: swim shorts, dolcegabbana.com.


44
KODAK PORTRA 400



Silk jacket and cotton trousers, dolcegabbana.com; Persol glasses, harrods.com. Opposite: cotton blend sweatshirt, ralphlauren.com; hat, Kingsman at mrporter.com; chain, stylist's own.







Opposite: sweatpants, part of a two-part set, billionairecoutureusa.com; scarf (worn around head), www.us.thomaspink.com; sneakers and glasses, tods.com. This page: seersucker suit, hugoboss.com; shirt, hardyamies.com; glasses, as above; backpack, stylist's own.





Opposite: shirt, hardyamies.com; trousers, gievesandhawkes.com; Calf-leather espadrilles, dolcegabbana.com; Glashutte Senator Observer watch, wempe.com. This page: gray wool cashmere suit, white cotton shirt, sneakers, tods.com.

Model: Adam Senn at Select

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FLORENCE 14 MAY 2016

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Full



throttle

Watch out world: The fast-moving heir to the Fiat empire has his exacting sights set on the boating world. Lapo Elkann tells Stewart Campbell *that if designers and shipyards are not ready to shake things up, he will, one boat at the time.*

Photographer – Cliff Watts Stylist – Harriet Mays Powell





Yesterday Dubai, today Milan, tomorrow Miami: Lapo Elkann is tired. I catch him between hemispheres, jet-lagged and running on espresso. Even his attire is muted this frigid Milanese morning: white pin-stripe shirt and chinos (not a cherry-red brogue in sight). At least the American leg of his never-ending world tour is about play and not work. In Florida, he'll hook up with his latest fascination, all 45 feet, 1,600 horsepower and 40 knots of it. *Lap-1*, the camoed-up Baglietto Elkann built last year, seems the perfect floating representation of its owner, and he the personification of it. "It's fast, lean and mean," he says. "Unique, distinctive from everything else." That's the popular image of Elkann, anyway, the playboy prince-turned-entrepreneur, as famous for his scrapes with the press as his Agnelli heritage.

The 38-year-old says he needs this time on board. "It's like plugging in. I would say that the place I relax most on planet Earth is in a boat. First of all, I am moving, but in an environment I don't control, in an environment that can do anything it wants, and I am not the ruler." That's a big change from his day to day. The reason for all this travel is two-fold: to promote Garage Italia Customs, his newly launched company that he aims to make the first word in after-market personalization, and Italia Independent Group, his more established eyewear, media and lifestyle company set up in 2007. His control of both is absolute; neither is the kind of cushy sinecure sometimes reserved for the scions of great houses. Italia Independent was – is – a gamble, started without his family's money in a crowded market. Garage Italia Customs feels more like the passion project. He had a job for life at Fiat, the company he majority owns with his brother, John, and sister Ginevra, and achieved plenty during his four years there, not least the launch of the market-shifting Fiat 500, but staying at the family firm would have betrayed the very simple philosophy inked dermis-deep on his left forearm.

This grandson of Gianni Agnelli, the former president of Fiat and unofficial "king of Italy," couldn't quit making things – in his case, eyeglasses. It's what those Agnellis do. "I like industry, and I like producing – very much. I like being with workers and understanding what they do and how they do it. I like to work with design teams, and I like to work with engineers." The rest of it – the zeal, the good sense – he says he owes to no one but himself. "It's very natural in me. It's not something that comes from my grandfather, my father, not at all. Zero.

PHOTOGRAPH: BLOOMBERG FINANCIAL



Elkann's many tattoos include the Statue of Liberty, the Italian flag and these declarations on his arms that reflect his ethos. Opposite: Elkann with a customized Ferrari 458 Italia at the launching of his Garage Italia Customs' new Milan headquarters.









Clockwise from left: with John (center) and Ginevra; at Fiat with John; Marella and Gianni Agnelli and family; Elkann reinvents the Fiat 500; with girlfriend Marina Penate











Clockwise from right: Gianni Agnelli and the Fiat 127 in 1971; at Agnelli's funeral in 2003; with Frida Giannini; the Agnellis and the Kennedys sailing together in 1962; his first job, with Henry Kissinger; with Bianca Brandolini





I created Italia Independent with no cash and today it's a listed company. I could have asked for $100 million and done a huge campaign. But I didn't. I like it the hard way." He gets steely when he says it, unflinching. I believe him.

"I want to create my own empire," he adds, just to be clear. He doesn't deny his privilege: the legendary grandfather, the countess mother, Margherita Agnelli de Pahlen, and prominent intellectual father, Alain Elkann, but sees his position as a responsibility. "It's not free of charge. It's great to build, it's great to do, but the real key to the future for he who has means is generosity. Generosity is not the key to my future, it's the key to our future."

It's not a side of Elkann celebrated by the European tabloids, for which he is something of a fetish. His office houses four obscure golden statues, which I discover later are Golden Tapirs, awarded by Italian satirical news show "Striscia la Notizia" to the celebrity who has caused the most embarrassing headlines in that particular year. Like many gilded sons, there was the almost inevitable overdose, the dash to the hospital and the life-and-death recovery. But that was a long time ago. The legacy of those wild days are a troop of paparazzi forever framing him in their lenses.

He's got a sense of humor about it all, the tapirs take pride of place in the office, but the smile quickly fades when it's time to talk business. He turns flinty and admits to being ferociously self-critical. "I can seem very loose and cool, but I am very hard on myself and very hard on whichever product comes out and also on the people who work for me. I don't tolerate mediocrity. I don't tolerate laziness. There is no 'no.' You need to kick ass twenty-four/seven." He clearly expects a big buy-in from his staff, but empowers them to figure out how they work best – in the middle of the night, or after chasing girls, he says. "I have zero judgment [of them]."

He's now got the boat world in his sights. It's time for a change, he says, revealing that he's already engaged with a "legendary" Italian boatbuilder about a new product range. Mum's the word, despite my prodding. He's also working with Baglietto on new 43- and 53-meter models.

"I see a lot of boats around the world, but I see a lot of big pieces of junk. Big doesn't mean nice and millions and millions of dollars doesn't equal taste. The sad part is you see a lot of rich people with bad taste – a lot of the boats are extremely tacky and cheesy. I think the boat industry, the builders and designers, need to wake up and bring freshness and novelty," he says. And if they won't do it, he will. "There is an opportunity to do far more than is being done now. The yards need to be less lazy in what they show to you. It cannot be that I pay 15, 20, 25, 50 million euros, and you propose me four options. When I pay so much, I don't accept so little. It's disrespectful, unprofessional, and it's not luxury. Luxury is the opportunity, the possibility, to go to any length."

> *"I see a lot of boats but I see a lot of big pieces of junk. Big doesn't mean nice and millions and millions of dollars doesn't equal taste."*

Lap-1 is the first boat he's built and owned himself. He and his brother inherited Agnelli's mythic Germán Frers-designed *Stealth*, so the boating background is solid. His love of the water can be traced even further back – to his childhood growing up in Brazil with his mother, following his parents' divorce. He learned to sail in Optimists off Brazil's famous beaches and went out with Agnelli as much as he could. His brother, John, was then old enough to be working at the family firm, but young Lapo got to just enjoy being with his grandfather on the water. "I was probably the one who was more in love with doing those types of activities with him," Elkann recalls. "We had similar traits. It was fun."

He never really needed to own a boat until his late 30s, as one was always available to him. He's sailed with Giovanni Soldini on *Maserati*, with Ken Read on *Stealth* in the Fastnet, as well as with the Luna Rossa and Oracle Team USA America's Cup teams. "Sea people are far more interesting than those from other industries because they

PHOTOGRAPHS: GETTY IMAGES, WIRE IMAGE, ROBERT L. KNUDSEN PRESIDENTIAL COLLECTION



have seen the world, they have traveled. And, generally speaking, they are curious people."

He can't quite bring himself to say boats were his first love. Cars sit on that pedestal, and he remembers the desire always being there. "I wanted to play with them, I wanted the keys to them." Brazil was notable, too, as the place of his first car crash, at age six. "I wasn't known to be a very disciplined young boy," he admits. He was in the mountains one day, sitting in the passenger seat when he decided to see what would happen if he dropped the handbrake. The inevitable happened – into a tree. "I destroyed a Panda 4x4 in the mountains," he remembers, smiling. The experience didn't temper the car lust, but it grew into a more general love of motion, and "motion is absolutely my favorite industry." He's frenetic in his attentions – an absolute focus on one project briefly, before moving on. "I used to ask Enzo Ferrari what his favorite car was, and he always said, 'The next one.' I am the same. Once I build something, I am already thinking about the next one to do. I fall in love for a very short amount of time."



Elkann sits in his famous grandfather's first car – not a toy, it's a child's model of a Bugatti.

The Next Big Thing for Elkann is also very big news for yachting – his first true superyacht, an explorer. It will satisfy a lifetime's longing. "My endless dream was always to be an adventurer, more so than an entrepreneur. Like Cousteau, you know?" The concept drawings are done – no, he won't let me see them – and now he needs to settle on a final size: somewhere between 40 and 50 meters. Anything bigger and you lose the connection to the sea, says Elkann. "You think about these 100-meter (328-foot) boats, or big Lürssens of nearly 200 meters (656 feet). Would I work on a boat like that? Absolutely. Would I want one? No, never, because I like to feel the sea. And for me the sea is not tinted windows and air conditioning." It will be built, like *Lap-1*, at Baglietto, to designs by Elkann and collaborator and friend Federico Santa Maria, formerly of Wally. Nowhere will be off-limits to the yacht. "*Lap-1*, I will keep in the Mediterranean, and *Lap-2* will be all over the world. I don't want to give limitations." In styling terms, think *Lap-1* amplified. "It will be extremely military, extremely tough, extremely elegant, lean and very mean, but also very cozy on the inside. It's going to be influenced by the sailing world, because I love sailing boats, too."

Why not have both, like his grandfather? "I need to make far more money to reach that objective. One day it will be reached. I have patience." None of his boats will carry the flag of some pinprick territory, but that of Italy. Despite a peripatetic upbringing – born in New York, childhood in Brazil, formative schooling in Paris and London and a first job as Henry Kissinger's personal assistant back in New York – he is passionately green, white and red. "I pay my taxes and I want my Italian flag. I refuse to have a Cayman or Isle of Man flag," he says. "I have cruised all over the world to go and see who were the best boatbuilders. And no matter what, my choice, even if it's going to be a bit more expensive, is Italy." What a bigger yacht won't offer is the same 40-knot thrills as *Lap-1*, but perhaps it's time Elkann nudged the throttle back. His is a 100mph life – just living it vicariously for a couple of hours adds a wrinkle. But I'm not sure he knows any other way. "I don't tolerate boredom. I'm not a great guy on holidays. It's why I like boats and not houses. In a boat if you get bored, you move it."

He spent last summer avoiding boredom at high speed all over the western Med, taking *Lap-1* from Italy to Spain and the South of France. The morning we meet, the 45-footer is on its break, strapped to a ship nearing Miami, site of our photoshoot. Back in Milan, Elkann is static, too, and he's getting itchy. He's only been back in town a day, but it's already time to move. He's dreaming of Florida and taking the wheel. What's his first action when taking the helm? As if I had to ask. "I go full throttle. Always full throttle."





Clockwise from left: Stone restoration, chiseling and planing wood are just a few of the city's skills.



Welcome to the city of craftsmanship

The biggest and best awards event on the superyacht calendar heads to Florence for the first time in May, when the world's finest superyachts will be celebrated in this beautiful, art-filled city.

From the perfectly stitched leather to the cut crystal you see on any shopping avenue in Florence, it's impossible not to associate this city with fine art and excellent craftsmanship that goes back many centuries. But artistry isn't frozen in time in the cradle of the Renaissance – it's alive and well here, with impeccable skills passed down from generation to generation.

Artisans abound in the Florence area, specializing in everything from stone, wood, leather, paper, sculptures and textiles to glass, pottery and precious metals. The craftsmen's pride in their work is obvious, too, so perhaps it's no surprise that much of the finery chosen to decorate the world's top superyachts – from the most supple leather to exquisite wood furnishings and dazzling mosaics – comes from this part of Italy.

Beyond the streets of Florence, past the vineyard-covered hills of Tuscany, beats the heart of Italian yacht building. World-renowned shipyards stretch along the Tuscan seaside, and many of the yachts that will be judged in the next World Superyacht Awards, taking place in Florence on May 14, are built, designed or adorned by Italy's finest craftsmen.

FLORENCE, ITALY, MAY 14

World Superyacht Awards

▸ The World Superyacht Awards are distinguished by the fact that the winners are selected by an independent jury of current and former superyacht owners. Nominations are now closed. *Visit worldsuperyachtawards.com to see a list of finalists and submit your table applications.*

World Superyacht Awards Navigo Event Partners

MONDOMARINE

This Italian yacht builder recently marked its centennial

▶ Mondomarine yachts are built at the historic Cantieri Navali Campanella shipyard in Savona, which has been active in vessel repair and construction since 1915. The site is now the sprawling 376,000-square-foot Mondomarine shipyard.

With a storied history, the Cantieri Navali Campanella shipyard represents a center of excellence in ship- and yacht-building as well as yacht repair. Growing from this strong heritage, the Mondomarine brand was created with the aim of launching custom yachts larger than 131 feet LOA, built in aluminum alloy and steel.

Mondomarine carries on designing, engineering and building ships at the Cantieri Navali Campanella site in Savona, offering full-cycle production, from the cutting of the hull plates to completion.

Three years ago, Alessandro Falciai and Roberto Zambrini acquired the brand and the production site and set out to enhance the uniqueness of each Mondomarine design. While the commercial and marketing duties of Mondomarine have been moved to the prestigious yachting location of Monaco, the new owners' aim is to introduce new vitality and modernity to the shipyard.

Mondomarine adds 62 hulls to the impressive number of ships launched at Cantieri Navali Campanella over the years. In the past nine years, Mondomarine sold 21 yachts over 131 feet LOA, nine of which were over 164 feet. The upcoming years will see several important launches: Mondomarine's first two all-aluminum projects, the 50-meter M50, designed by Hot Lab, and the M60S, designed by Luca Dini, both due in 2016; and the steel hull M40 Explorer, designed by Sergio Cutolo of HydroTec, and the M54 by Luca Dini, due for delivery in spring of 2017.

The custom builds, increasing international attention and the guarantee of Italian quality are just some of the pillars on which Mondomarine leverages in its renewal while constantly seeking improvement.

mondomarine.mc

MONDOMARINE

PERINI NAVI

Innovation in technology and design create yachts with cutting-edge performance

▶ A combination of technical brilliance and near-perfect aesthetics put Perini Navi's yachts in a class of their own. When industrialist Fabio Perini was unable to find the boat that he wanted for himself — a large sailing yacht that could be handled by one person — he decided to build his own. The ambition of Perini Navi was to create large yachts that could be sailed by a small crew — it has developed technologically advanced, computerized sail-handling systems over the years to meet this goal. Since its launch in 1984, the Italian builder has welcomed 55 yachts to its stable, including its largest sailing yacht yet — the 289-foot *Maltese Falcon*. Delivered in 2006, she is instantly recognizable by her Falcon Rig with three masts and curvilinear spars.

Holding more than 50 percent of the world market for sailing yachts over 148 feet LOA, Perini Navi's track record is impressive. In-house design has allowed Perini Navi to implement its own systems and inventions that give its yachts an edge on performance. Perini Navi's cutting-edge sailing technology can be seen in the 197-foot cruiser *Seahawk*, the first of the successful new 60-meter series of yachts. The biennial Perini Navi Cup sees these spectacular yachts race against each other.

But it's not just sailing yachts with which the builder has made its mark. The fame of the Perini Navi Group is also strongly tied to motor yachts, with the Picchiotti brand having launched a number of impressive award-winning yachts in recent years, such as the 240-foot Perini Navi-Picchiotti motor yacht *Grace E*. The Picchiotti name is part of the Italian shipbuilding tradition, with roots dating back to the 17th century. Since the 1990s, Picchiotti became part of the Perini Navi Group, which has absorbed its experience and valuable traditions. The Picchiotti brand of today aims to create a class of motor yachts that shares a great affinity with the sailing universe and attests to a true innovative spirit, aspects that well match the Perini Navi Group philosophy.

perininavi.it

PERINI NAVI

ROSSINAVI

Customized design means each yacht is a unique work of art

▶ For generations the Rossi family has been dedicated to working with metal. This deeply rooted experience in the "fabric" of shipbuilding forged the family's traditions in the production of ships, beginning on the Tuscan coast in Viareggio, Italy.

Evolving from Cantiere Fratelli Rossi, the Rossinavi brand was founded in 2007, carrying forward 35 years of operational experience, with specializations in hull construction and supply for third parties.

Thanks to its history and tradition, Rossinavi has the benefit of hosting long-standing experience and know-how under the same roof. This makes the shipyard and its mechanics' workshop the place of creation and production for 131-foot-plus luxury yachts, which are works of art built to craftsmen's standards — standards that tell, in numbers, of more than 100 vessels between 79 and 230 feet launched over the years.

Craftsmen's experience, simplicity, elegance: these three principles are part of each vessel labelled Rossi. More than this, the Rossinavi team has an unconditional love for the job and genuine care for the human relationships that are part of the yachting experience. In Rossinavi's company and creative philosophy, the shared production process is about active synergy among all players: The client is involved from the start, involved from inception to delivery. The development of relationships is a priority. This allows the ability to guarantee the ultimate satisfaction for a shared building experience.

The shipyard's inimitable uniqueness is the capacity to fulfill every dream of those who aspire to own a Rossinavi. Customization is key: The workshop can change at any time each detail of the project. This is simply part of the Rossi tradition. In the workshop, a piece is shaped, welded — an element that did not exist before is created. The distinctive feature of each Rossinavi is an exclusive and unrepeatable character, as true works of art are not replicable.

rossinavi.it

ROSSINAVI

PHOTOGRAPH: GETTY IMAGES

Our partners Navigo, Benetti and CRN were featured in the February issue of ShowBoats International. *Our other event partners, Sanlorenzo and VSY, will be profiled in the next issue.*



Words – Maria Roberta Morso

Photography – Alberto Cocchi

HEIR APPARENT

Terms like "iconic" and "legend" have been used liberally to describe Riva's importance in yachting history. Does the brand's newest offering, the 88' Domino Super, live up to the hype?

Reams have been written on Riva. Its style first asserted itself in the 1960s, a decade of cheerful optimism on both sides of the Atlantic. It has managed to endure through the global market's ups and downs while retaining its authentic charisma.

The range today spans a wide gamut, from the 27-foot Iseo, natural heir of the runabouts that made Riva a star in the early '60s, to the all-aluminum 122-foot Mythos, the brand's superb flagship. It also includes "Open" and "Coupé" models, such as the 88' Florida and the latest offering, the 88' Domino Super, both unveiled last year.

Since 1984, designer Mauro Micheli has been the creative force behind Riva and the keeper of design continuity. The company hired Micheli when he was a young, starry-eyed design contest winner. In 1994, Micheli established his own firm, Officina Italiana Design, but has continued to pen all the new Rivas, demonstrating an uncanny ability to meet market expectations and refresh the brand while also keeping true to its roots.

A meticulous approach to each project is a constant throughout the Riva production. The builder's iconic image is built in part on hard work coupled with a great amount of creativity, which applies to the new 88' Domino Super, even if it is considered a successor to the successful 86' Domino. "We don't like to define the 88' a restyling of the 86'. Whereas some repetition or rejigging is inevitable and somehow part of the brand's strategy, the 88' Domino Super is a totally new model that, together with the Ferretti Group's engineering department, we developed on the basis of an existing naval platform," says Micheli.

"To start with, all Rivas refer to a lifestyle, which goes beyond fashion. Riva prides itself in building exclusive products that are not subject to fads," he says. "The 88' Domino Super is no exception. This model features well-balanced proportions and it encompasses all values of the smaller Rivas."

A refined, mid-sized vessel with superb exterior lines, the new Riva is a showstopper but not a show-off. What makes you fall in love with the 88' Domino Super at first glance is its streamlined silhouette enhanced by two-tone livery. "Color is not a choice of secondary consideration. It is indeed a design feature for us," Micheli says. "We designed the 88' Domino Super with an intense gray hull and silver superstructure in mind, and proportions between the yacht's upper and lower part have been defined accordingly." The final color is London Gray paired with Moon Gray for the superstructure. Owners may choose different color schemes, opting for Metallic Ice or Light Silver with Titanium Gray details, or Gray Sand coupled with Charcoal Gray.





> *All Rivas refer to a lifestyle that goes beyond fashion, not subject to fads.*

"Our priority was to create a boat with a strong identity while maintaining the Riva flavor," Micheli says. "The sun deck on the 88' Domino Super offers a comfortable area for the owner, and guests enjoy good views and feel a real connection with their surrounding environment; still it is perfectly concealed into the yacht's profile. It represents the bond between the Open series and the larger flybridge models."

The relationship between exterior and interior spaces is one of the keys to understand and appreciate this remarkable project. "From outside, the 88' Domino Super has a bold, outstanding look yet it is also a cozy and intimate cocoon," says Micheli, who chose to create a separation between outdoor and indoor areas. Large glazed surfaces and privacy don't go together well, hence the designer's decision to eschew those floor-to-ceiling openings seen on many contemporary yachts. This conceptual choice led to a sleeker exterior design with streamlined windows on both the hull and low superstructure, enhancing dynamic lines.

"The idea is that after swimming or lying in the sun, when you go inside the yacht you long to be in a private environment. We didn't want to blur interior and exterior environments, creating the illusion of being outside when inside. The yacht offers so many spaces *en plein air* that we felt the need to provide the owner and guests with a cozy and private retreat," Micheli says.

Outdoor spaces are indeed vast and highly livable as I can immediately attest after stepping aboard from the stern platform. The platform allows enjoying the sea in close proximity, and it lowers below the surface to facilitate tender hauling and launching operations. Up on the main deck, spacious lounging areas inside and out are in close contact thanks to a large sliding door. And while the interior salon opens dramatically to a lovely sea breeze and views, the use of wood on both walls and floors enhances coziness and comfort. Long windows let in plenty of natural light while maintaining privacy and intimacy. A huge, curvy windshield further reinforces the sense of space and volume.

"Things change on the lower deck, where large windows have been designed to avoid a claustrophobic feel," says Micheli. All four cabins enjoy magnificent views onto the sea through windows with portholes that can be opened. The owner's suite, located amidships, has sizeable rectangular windows in both the roomy cabin and the bathroom.

The interior decoration combines striped rosewood with fine white and dark leathers underlined by polished



Top right: The main salon hosts a lounging area furnished with Knoll white sofas highlighted by Dedar and Hermès decorative cushions. Top left: Can you spot the hidden flybridge?







The guest cabins (above) and owners' suite (below) show the interior's signature style of striped rosewood with white and dark leathers underlined by polished stainless steel frames.



stainless steel frames. The wood's warm and intense hue creates a homey feeling despite rigorous geometric shapes. Officina Italiana Design designed most furnishings and chose a selection of loose pieces by renowned Italian manufacturers, such as Poltrona Frau and Knoll, to name a few. The whole interior revolves around a concept of elegant simplicity and creates a highly sophisticated contemporary marine style.

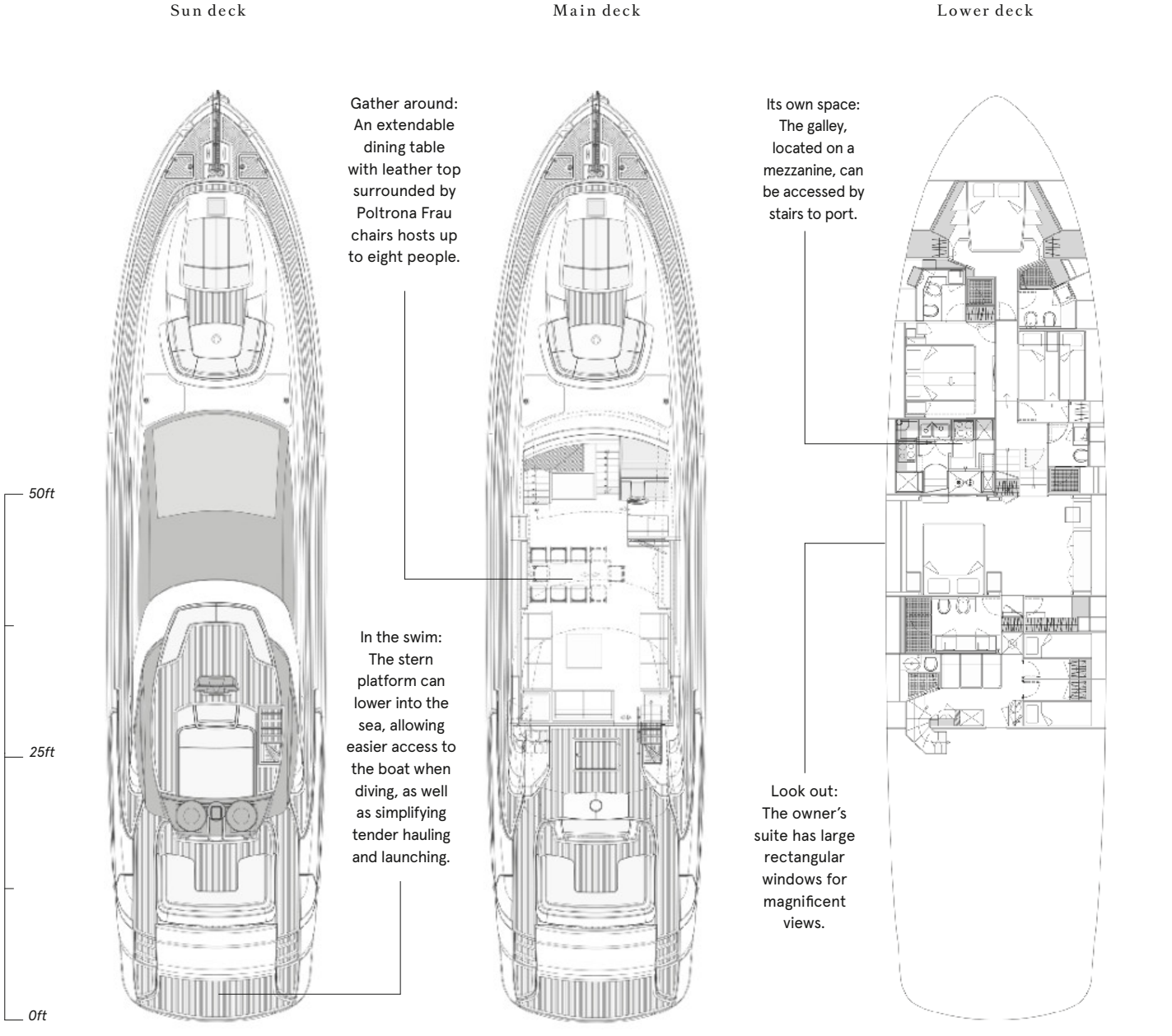
In line with its sporty look, the Riva 88' Domino Super is capable of a top speed of 38 knots thanks to twin MTUs delivering 2,435 horsepower each. A more powerful version allows for a maximum speed of 40 knots. Its blistering performance will no doubt attract owners who want to experience the thrill of driving it themselves, particularly from the helm station on the flybridge; however, the yacht has decent crew quarters (two cabins with bunk beds, bathroom, dinette and laundry area), located at the stern with access to the engine room. The galley is part of the guest accommodations but has its own space on an airy sort of mezzanine, accessed from stairs located on the port side.

The new Domino is a true heir to the Riva spirit. Since it was unveiled in May 2015, Riva has sold nine of these silver bullets (there were 30 of the 86' Domino built). And while brand may have something to do with it, the Domino Super stands on its own merit.



See more on the ipad edition

88' Domino Super – *Riva*



LOA: 88' 1" (26.8m)
LWL: 70' 3" (21.4m)
Beam: 20' 8" (6.3m)
Draft: 6' (1.8m)
Displacement (full load): 75.2 tonnes
Power: 2 x 2,435-hp MTU 16V 2000 M93

Speed (max/cruise): 38/34 knots
Range: 330 nm @ 34 knots
Stabilizers (optional): Seakeeper
Fuel capacity: 1,981 U.S. gallons
Freshwater capacity: 238 U.S. gallons

Tenders: Williams Turbojet 325 or 385
Owners and guests: 8
Crew: 4
Construction: GRP
Classification: Rina B ✠ F ✠ Aa

Naval architecture: Advanced Yacht Technology Ferretti Group
Exterior styling: Mauro Micheli, Officina Italiana Design
Interior design: Mauro Micheli, Officina Italiana Design

Builder/year: Riva – Ferretti Group/2015
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Best by boat

Palau, Micronesia

▸ Palau's future lies in tourism not tuna, says its president. The country made the groundbreaking move last October to close its waters to commercial fishing, establishing the Palau National Marine Sanctuary. A no-take zone bigger than California will protect the island country's 1,300 species of fish and 700 species of coral. Divers will delight in the pristine reefs, and it's a crucial step in alleviating the stress of overfishing on the world's fish stocks.

PHOTOGRAPH: ISTOCK/RICHARD BROOKS

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BAHAMAS PACKAGE



PHOTO: JIM RAYCROFT ©2015

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WHERE NEXT?

UNESCO World Heritage sites accessible by yacht

Edited by Kara Murphy



PIRATE HISTORY
For most of the 17th century and part of the 18th, pirates used the island as a hideout, as it was close to the main maritime traffic routes and offered water and coconuts.



PRIVATE CRUISES ONLY

"Foreign-flagged vessels are not permitted to charter [in Cocos Island]," explains Captain O'Neill of Penny Mae, *which visited with the yacht's owners and family aboard. "To visit Cocos as a private yacht, the captain needs to apply for a cruising license through a local agent. This can take months, and the earlier the application is made, the better chance you have of securing your desired dates. Cocos Island only permits one yacht to visit there at a time, and the slots are designated on a first-come, first-served basis."*



SEE FOR YOURSELF
Bajo Alcyone (discovered by Jacques Cousteau and also known as Cousteau's Seamount), off Cocos' southeastern side, is regarded as one of the best dive sites in the world, with scalloped hammerheads, manta rays, whale sharks, sailfish, dolphins, turtles and eagle rays.

COCOS ISLAND NATIONAL PARK, COSTA RICA

Thanks to its critical habitats for marine wildlife, including large pelagic species, Cocos Island National Park, approximately 340 miles off the Pacific coast of Costa Rica, was inscribed on the UNESCO World Heritage list in 1997.

Captain Mike O'Neill of *Penny Mae* suggests spending five days around the nine-square-mile park and its 12 surrounding nautical miles. "Cocos Island has been a strictly controlled national park since 1978. As the area has been so well-protected, the marine environment is incredibly healthy, allowing for fish and pelagic species to thrive without the threat of fishing. With this abundance of marine life, Cocos Island is a scuba diver's dream. You can expect to have your mind blown every time you enter the water. The diversity and abundance of fish life is second to none," he says.

While O'Neill believes all Cocos' dive sites are phenomenal, his favorites are Isla Manuelita, off Cocos Island's northern side and a preferred site for night dives with packs of between 20 to 30 whitetip reef sharks fighting over prey, and Dos Amigos Grande, an exposed rock on the island's southwestern side with an underwater arch. These sites always have an abundance of fish, says O'Neill, and "you're almost guaranteed to see at least a few whitetip sharks and a couple of hammerheads on every dive. The main attraction, however, the schooling hammerheads, can best be encountered between June and September."

The summit of an extinct volcano, with towering cliffs lining its jagged coast, Cocos is also the only island in the tropical eastern Pacific with a rain forest. "Ashore, the island...seems stuck in a previous time. Not surprisingly, 'Jurassic Park' was conceived around [it]," says O'Neill. While here, make time to explore its land-based wonders, hike through its jungle or submerse yourself in one of its waterfalls.

THE TREASURE OF LIMA

In 1820, during a time of political turmoil, the Spanish Viceroy in Lima entrusted a fortune of gold, silver and jewels to Captain William Thompson for safekeeping aboard the Mary Dear. *Thompson and his crew, instead, murdered the accompanying guards and headed for Cocos Island, where they hid their bounty. A Spanish warship later apprehended them, and the crew was convicted of piracy and hanged – except for Thompson and his first mate, who promised to lead the Spanish to the treasure. However, upon arriving on Cocos, the pair escaped into the jungle. It's believed they later left the island on a passing ship – without the treasure. Despite numerous attempts (including one by Franklin Roosevelt), it's never been recovered.*



PHOTOGRAPHS: (CLOCKWISE FROM TOP) SHUTTERSTOCK/VARIT LIMWIBUL, JIM RAYCROFT, BARRY PETERS/FLICKR, ISTOCK/MANUEL VELASCO



BRING YOUR OWN YACHT

Foreign-flagged yachts aren't permitted to charter in Galápagos National Park. However, you can cruise aboard your own yacht if you obtain a permit via an agent well in advance.



GALÁPAGOS ISLANDS

About 560 miles off mainland Ecuador, at the confluence of three ocean currents, are the isolated Galápagos Islands, on the UNESCO World Heritage list since 1978. The archipelago's 13 major islands, six small islands and many islets are a living museum, with unusual plants and animals that inspired Charles Darwin's theory of evolution by natural selection. These days, though, you can't just pull a Darwin and go wherever you want. "In 2010, a new regulation was approved by the Galápagos National Park to help protect the visitor sites as well as their flora and fauna. [The park] assigns two different itineraries to every yacht to decrease the impact of tourists on a single site," says Jacinto Briones, captain of *Grace*.

Most yachts offer eight-day/seven-night itineraries. Whether flying in from the Unesco World Heritage Andean city of Cuzco or the seashore town of Guayaquil, you'll likely arrive on Baltra Island, although *Stella Maris* offers one tour that picks up on San Cristobal, which has its own airport. Itineraries diverge, but all include a mix of land and water adventures around islands that straddle the equator. Near Baltra, North Seymour is home to an extraordinary colony of blue-footed boobies and frigates. You can walk right up to them and they won't fly away, an unsettling experience that repeats itself with most animals. Snorkeling with sea lions or penguins is exhilarating as they dart through and spin around swimmers, while sea turtles and sharks quietly pass by. The sea life is so abundant, it feels like drifting through an aquarium. Above water, seasonality creates changing landscapes. Rain enlivens barren terrain nearly overnight. High lands on Santa Cruz are almost always green and home to some of the world's largest tortoises. In just eight days, you can see what makes this national park so exceptional, and it will leave you longing to return.

GET IN

Even with so much to see on land, you need to get in the water to appreciate the islands' incredible biodiversity resulting from the convergence of currents, including the nutrient-rich Humboldt Current. Diving is strictly regulated and you must book a separate trip on a dive boat, but snorkeling, particularly June through November, will reveal abundant wildlife. "During these months," says Captain Briones, "we often snorkel with dolphin and melon-head whales in the channel between Isabela and Fernandina."

HOMEGROWN

Foodies will not be disappointed. Imports are regulated to protect endemic species, but the islands have great homegrown food, from seafood (some fishing is allowed) to local beef and fragrant oranges, says one of the chefs on *Stella Maris*. Fish and shrimp ceviche, often served with popcorn, is popular on local menus. Among main island Santa Cruz's many good restaurants, La Gapparata serves a local ceviche made with *conchalagua*, a local sea snail. "It might not sound tasty, but it is!" says Captain Briones.



CHOOSE YOUR RIDE



SIZE	PRICE/WEEK	GUESTS
124'	$150,000	12

STELLA MARIS

▸ This 127-foot Picchiotti was reborn as *Stella Maris* after a complete 2014 refit. She accommodates 12 guests for exclusive charters. Visit *worthavenueyachts.com.*



SIZE	PRICE/WEEK	GUESTS
145'	$108,200	18

GRACE

▸ This elegant 1928 Camper & Nicholsons boat chased German submarines in WWII and was once owned by Prince Rainier and Princess Grace of Monaco. Visit *quasarex.com.*



SIZE	PRICE/WEEK	GUESTS
159'	$85,600	12

PASSION

▸ Recently redesigned by Diana Yacht Design, this boat has a spacious sun deck, four staterooms, two suites and a panoramic skylounge. Visit *andandotours.com.*

PHOTOGRAPHS: ISTOCK/DC_COLOMBIA (TOP); SHUTTERSTOCK/LONGJOURNEYS (CIRCLE LEFT), ISTOCK/JUANMONINO (RIGHT)


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WHEN TO GO
Venice's charter yacht season lasts from about April to October, with the high season in July and August. Consider connecting your visit to an event, suggests Lucy Ritchie, such as the Venice Film Festival (late August/early September), La Biennale (biannually from about May through November) or Carnivale (late January/February).

DARING DISH
Don't cruise away without sampling typical Venetian dish *sarde in saor* — fried sardines combined with a sweet and sour marinade of onions (fried in vinegar), pine nuts and raisins.



VENICE, ITALY

Built on 118 islands and founded in the 5th century, Venice and its 19,300-square-mile lagoon was inscribed on the UNESCO World Heritage list in 1987, thanks, in part, to its beauty, high concentration of artistic masterpieces (Torcello Cathedral and the 17th-century domed church of Santa Maria della Salute, for example) and influence on the development of architecture and monumental arts.

"Venice exudes romance, art and history," says Lucy Ritchie, charter broker for Fraser Yachts. However, "it's not a destination that many people will immediately associate with yachting," she adds.

Ritchie suggests spending four days here before continuing to other UNESCO sites along the nearby Croatian coast. "Bring your private jet into the Venice airport," she says, "and get a taxi limousine to your yacht, moored between the pylons at Punta della Dogana (an art museum inside the triangular-shaped old customs building). Opposite St. Mark's Square, [this mooring] puts you in the heart of all the attractions. In addition to enjoying life on board your yacht amidst this iconic scenery, you can use the water taxis to get you to all the sites and events. Take a gondola tour along the Grand Canal, visit the Murano Glass Gallery [and explore] Doge's Palace (right) — the sheer scale of the rooms and the murals is mind-blowing."



Check out the Peggy Guggenheim Collection, just west of your mooring in an unfinished 18th-century canal palace; and, in addition to exploring via water, take time to wander this ancient maritime center's narrow winding streets, possibly getting gloriously lost for a couple of hours.

DINING DELIGHT

At three-Michelin star Le Calandre (alajmo.it), *choose from three tasting menus or pick from each to create your own perfect meal. The possibilities are deliciously intriguing: cuttlefish cappuccino, seawater ravioli with grouper milk and black chickpea puree, and soft-shelled crab and red scorpionfish risotto, perhaps?*

CHOOSE YOUR RIDE



RIMA II

▸ Following a very extensive refit, this Benetti has a spacious, modern interior with seven cabins and an owners' deck. Visit *fraseryachts.com.*

SIZE	PRICE/WEEK	GUESTS
162' 1"	€159,000	12



METSUYAN IV

▸ An outdoor 3D cinema, crow's nest for views and zero-speed stabilizers are but a few features of this CBI Navi boat. Contact Barbara Dawson at *bdawson@camperandnicholsons.com.*

SIZE	PRICE/WEEK	GUESTS
118'	€98,000	10



JO

▸ A wide range of water toys, spacious outdoor seating areas and a jukebox make this Benetti an excellent choice for families. Contact Barbara Dawson at *bdawson@camperandnicholsons.com.*

SIZE	PRICE/WEEK	GUESTS
164'	€195,000	12

PHOTOGRAPHS: (CLOCKWISE FROM TOP) SHUTTERSTOCK/MURATART, SHUTTERSTOCK/HANS GEEL, SHUTTERSTOCK/YURI TURKOV

MORAN
YACHT & SHIP

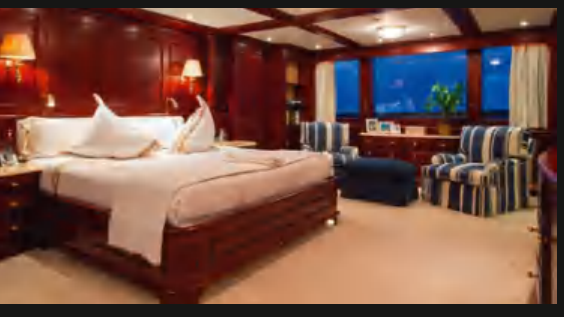
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Words - Cecile Gauert



RIGHT NOW

Marina of the Month: Port St. Pete, St. Petersburg, Florida

A place to call home on Florida's West Coast

WHERE

The port is on Florida's West Coast, just south of St. Petersburg's historic waterfront area. The most direct route is via the southwest channel and under the spectacular Sunshine Skyway Bridge that spans Tampa Bay, with the deep and well-marked ship channel a good alternate for vessels drawing more than 17 feet.

HIGHLIGHT

The port's deep water (23 feet dockside), secured facility and convenient location have attracted superyachts over the years. *Tatoosh*, among others, has been a welcomed and repeat guest. The Bay Area has multiple resources for repairs, and there is no shortage of activities for crew and guests. Ready access is another plus, with the regional Albert Whitted Airport located within walking distance of the dock, and two additional airports, in Tampa and Clearwater, within driving distance.

WHAT'S NEW

A master plan for the waterfront area, which includes the well-established city-owned and managed port, is in the works. Currently, yachts tying up at Port St. Pete dock side-to, however, anticipating increased demand, the city had the wharf upgraded to eventually allow stern-to docking. Tropic Ocean Airways recently added direct twice-weekly flights from Fort Lauderdale to Albert Whitted Airport aboard a new Cessna Grand Caravan EX.

YACHT FACILITIES

The port's 1,200-foot-long wharf is more than enough for yachts 100 to 500 feet. Dockside services include shore power via new 400- and 600-amp pedestals, fuel and pump-out. An ISPS facility, the port has 24-hour security and gated parking. This isn't a destination marina per se, but the lively downtown area's restaurants and hotels are a stone's throw away and a concierge can assist with bookings.

COST

Per-foot, per-day rates are based on seasonality. The price for yachts 200 feet and above is $4.25 per day, per foot in low season (June to September) and $5.50 October to May.

WHEN TO GO

Just like the rest of Florida, St. Pete is busiest from November to May. Special events, such as the Grand Prix, happen then. There is also spring training and a slew of festivals that wind down a bit with hurricane season.

AND WHILE YOU'RE THERE...

GET SURREAL
The Dali Museum

▸ An offer from the city of St. Pete to private collectors to build a permanent home for their Dali collection proved far less eccentric than the artist ever was. In 2011, the Morses' extensive collection moved to a new purpose-built museum on the water's edge that attracts visitors from around the world.



STEP BACK IN TIME
The Vinoy

▸ At one point this superb Mediterranean Revival-style resort was low-cost housing going for as little as $7 a night. With a much-needed conversion to air conditioning and a $34 million renovation, the grande dame, built on a bet in 1925, regained all of its historic splendor and then some.



WATER IT DOWN
St. Pete Beach

▸ The music is mellow and the pace easygoing on Florida's West Coast. Re-development is taking time, which has guaranteed the survival of old Florida staples and laid-back, white-sand beaches where sea birds can outnumber sunbathers.



PHOTOGRAPHS: COURTESY OF JEFF WERNER (TOP), STPETE.ORG (INSET, BOTTOM LEFT AND RIGHT), THE RENAISSANCE VINOY RESORT AND GOLF CLUB (BOTTOM)



For super sleek winter cruising

Charter H

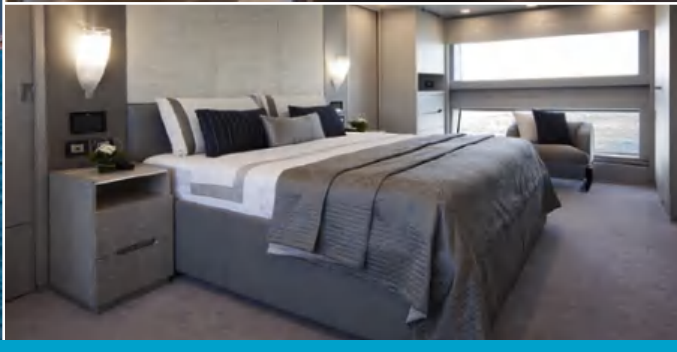
The newly delivered 139.8ft (42.6m) **H**, offers stylish contemporary living areas with hand-picked fabrics and finishes, serene accommodation for 10 guests and state-of-the-art technology.

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YACHTING



Let's face it, food – really, really good food – is one of the biggest enticements of a superyacht charter. It's astounding that the cuisine is so delectable when you consider it comes out of minuscule galleys. Yacht chefs work 16-hour-plus days catering to the world's most demanding customers. It's no easy task. Sophia Heath *goes to Antigua to speak with top charter chefs and find out...*

HOW THEY DO IT

Photography - Roddy Grimes-Graeme

While the likes of Emeril Lagasse and Alain Ducasse may have perfected one style of cuisine, with a team of chefs working underneath them no less, yacht chefs work alone and are expected to produce exquisite food from any corner of the world, while often in very remote parts of the globe that offer no fresh produce.

Jacks – and masters – of all trades, from producing Michelin-star-worthy fine dining to re-creating grandma's meatball recipe, there is no request too far-fetched for the best yacht chefs.

This level of skill was demonstrated at the Chef's Competition during the Antigua Charter Yacht Show in December, where 29 chefs battled it out across three categories to be recognized as the best in the business.

The theme for this year's competition, sponsored by Boat International Media, Laurent-Perrier Champagne/Bacchus Wines of Antigua, Liat Quikpak Express and National Marine Suppliers, was a three-course luncheon from around the world but with a Caribbean twist.

Over a three-day period, 90 dishes were prepared and more than 23 countries were represented, including Peru, Greece, Cuba, Sweden and New Zealand. While some of the countries chosen were those native to the chefs many were not, but switching cuisines is what charter chefs do. With guests changing nationalities and preferences on a weekly basis these chefs are undoubtedly some of the most flexible in the world.

So how do they ensure that they remain at the top of their trade across so many techniques and cuisines while also being at sea? We spoke to this year's winners to find out.

After being classically trained in Ireland, Chef Ben Dineen has spent time on numerous luxury superyachts, as well as a year in Tokyo working at the Gordon Ramsay restaurant as it strived for its first Michelin star. Ben's Irish-themed menu focused on bringing traditional Christmas flavors to the Caribbean while also incorporating modern techniques.



WINNER
Yachts 126 feet to 159 feet
Ben Dineen, *Lady J*



The biggest challenge I have working on a yacht is coming up with fresh ideas. It is great when you are in a marina and you can meet other chefs and start talking chef talk so you can get those ideas flowing again. Sometimes I also call my buddies at home, and I read a lot more books and a lot more magazines. You can't get stagnant.

Clients want a different variety of cuisines while on board. You wouldn't want to go to a hotel and eat breakfast, lunch and dinner at the same restaurant for seven days. So I try and give charter guests variation between different cool themes.

After working as a stewardess on a yacht, Michelle Bonetti went back to Australia to complete a four-year apprenticeship that gave her the skills to return to the industry as a chef. Her Swiss-themed Christmas meal was inspired by a childhood vacation to the country and featured local ingredients, including conch and jerk spicing, blended with traditional festive favorites.



WINNER
Yachts up to 125 feet
Michelle Bonetti, *Zeepaard*

I enjoy cooking different styles because it pushes you to learn and not just repeat the same dishes. I look at it as a challenge, if everyone wanted to eat the same thing I would get bored, and I look forward to constructing menus around a theme.

When I have time off I always try and go to different restaurants and learn from them. Next on my list is learning how to cook Japanese, but it is very specific to their culture and not really similar to any other cuisine.



Starting catering college at age 15, Chef Scott Dickson built his career at numerous Michelin-starred restaurants and well-regarded country house hotels before he plunged into the superyacht world. His French-inspired menu impressed judges with its combination of big, bold flavors and classic techniques.



WINNER
Yachts 160 feet-plus
Scott Dickson, *Inception*

The biggest challenge of being a yacht chef is that instead of having eight or 10 chefs below you, you go to suddenly having to do everything yourself.

I try and keep up my skill set by eating out at lots of different places. I have eaten at numerous one-star, two-star and three-star restaurants to keep myself inspired and see different things. I try and keep up with the latest trends and incorporate a little bit of that into my dishes. I also cook a lot of varied dishes for the crew, such as Indian, Thai, Japanese and Spanish.

"If the client wants a burger then my job is to make sure it is the best burger he has ever eaten."

"To keep myself inspired I took some extra time off this summer to go on a food tour, spending time in Russia, Tehran, Vietnam and Beijing..."

I have learned that you have to be able to adapt your plans. You might have planned a seven-course dinner while anchored in the BVIs, but if your guests end up having 12 Painkillers each at the Soggy Dollar Bar that afternoon you need to be able to adjust your style. Foie gras is not going to work; it might have to just be burgers, and you can't get upset with that.

To keep myself inspired I took some extra time off this summer to go on a bit of a food tour. I spent time in Russia, Tehran, Vietnam and Beijing, as well as taking a seven-day one-on-one professional cooking course at the Blue Elephant restaurant in Bangkok. I am lucky that my captain understands that I need to stay on top of different styles and techniques.



When I need help I speak to my old boss. He knows so much about food, so I actually call him quite a bit. For example, in the competition I used pine needles and they were different to the ones in Australia. I couldn't find anything online that said if they were edible or not, so I called him to confirm.

The biggest challenge for me has been that I am alone. If you were in a restaurant producing a fine-dining meal you would have six or seven people helping you. I have had to learn to be a lot more organized.

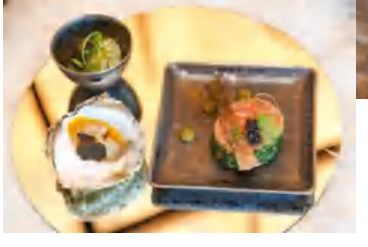


Every day is school day and I want to be inspired and keep bettering myself. I class myself as a good chef, but you can never stop learning.

The most important thing I have learned is that it has to be client-driven; it is whatever the customer wants. If the client wants a burger then my job is to make sure it is the best burger he has ever eaten.



The strangest charter client I ever had would come to the market with me in the morning and buy everything he could – tongue, calf liver, all kinds of offal. Then when we got back to the yacht, he wanted it all cooked straight away and would quite happily eat tongue for breakfast. He then would continue to graze nonstop all day, and it was not normal sorts of food he was requesting. That was long and interesting.

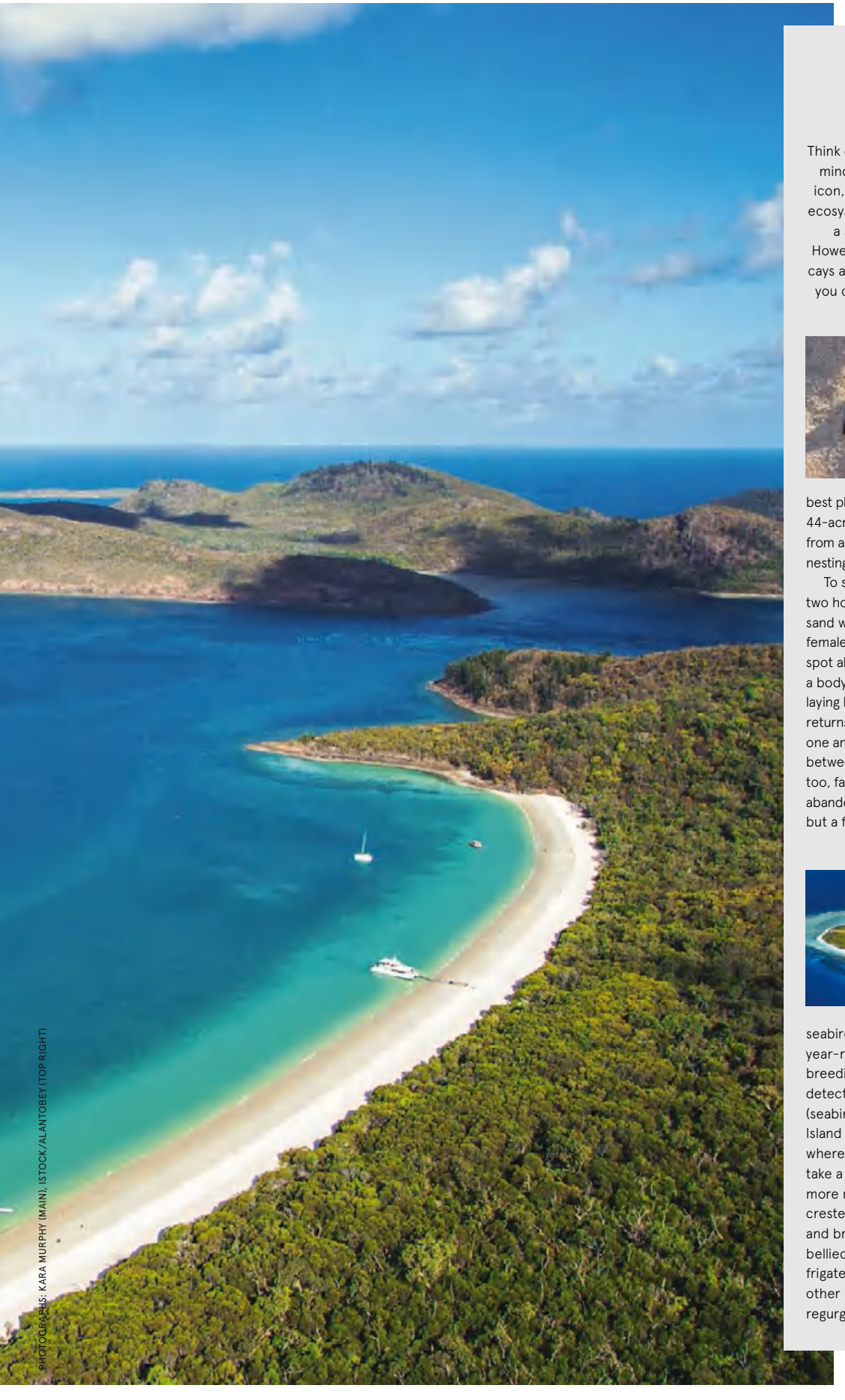




PRIVATE PARTY

From your personal yacht to your own island, Kara Murphy *explores two of the most exclusive resorts on the Great Barrier Reef.*

The World Heritage-listed Great Barrier Reef, which stretches for a staggering 1,430 miles along the Queensland coastline, is a fetching destination to explore by yacht, but it's also alluring if you base yourself on one of its 300 coral cays or 600 continental islands. And there's no better place to be land-based than on your own island, such as Orpheus and Hayman Islands. Each has just one incredibly luxurious resort; rent them out in entirety and have the whole island to yourself.

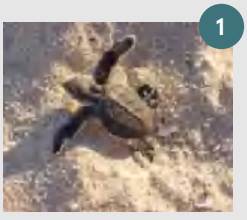


PHOTOGRAPHS: KARA MURPHY (MAIN), ISTOCK/ALANTOBEY (TOP RIGHT)

SIX OF THE BEST

Above-ground adventures on the Great Barrier Reef

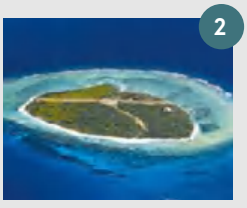
Think of the Great Barrier Reef and, understandably, your mind probably dives underwater. After all, this natural icon, visible from space, is the world's largest coral reef ecosystem, comprising around 3,000 individual reefs and a staggering array of endearing marine creatures. However, with hundreds of continental islands and coral cays also contributing to this living structure's magnitude, you can enjoy memorable experiences on land, as well.



1 Witness a wonder

Six of the world's seven species of sea turtles are present on the Great Barrier Reef, with four — green, loggerhead, hawksbill and flatback — using island beaches to nest. One of the best places to observe this laborious act is Heron Island, a 44-acre coral cay on the southern Great Barrier Reef, which, from about November until March, receives hundreds of nesting loggerhead and green turtles.

To see this natural wonder, walk around the island one or two hours after the evening high tide, listening for shifting sand while scouting for three-foot-wide tracks. To nest, the female slowly moves up the beach; after finding a suitable spot above the high-tide mark, she uses her flippers to dig a body pit and then a two-foot-deep egg chamber. After laying her clutch of up to 120 eggs, she covers them and returns to the water. In all, the exercise takes between one and three hours. Observing hatchlings, which emerge between December and April, is more difficult. They, too, favor the evening high tide; however, once they've abandoned their nest, their journey to the ocean takes but a few minutes. *heronisland.com*



2 Get a whiff of *guano*

Lady Elliot Island, a 110-acre coral cay on the southernmost Great Barrier Reef, has the reef's second-highest diversity of bird species — up to 95 different species of seabirds, landbirds and shorebirds. Some live here year-round, while others only visit to breed. During breeding season (September to March), you'll definitely detect the salty (and not unpleasant) scent of *guano* (seabird excrement) as you wander around Lady Elliot Island Eco Resort, the island's sole accommodations, where thousands of black noddies nest in trees. Later, take a 40-minute walk around the island and observe more nesting birds — common noddies on the ground, crested terns in the short grass near the weather station and bridled terns among the coral rubble — as white-bellied sea eagles pluck fish from the sea and lesser frigate birds swoop through the sky, stealing food from other birds by scaring them and causing them to regurgitate. *ladyelliot.com.au*

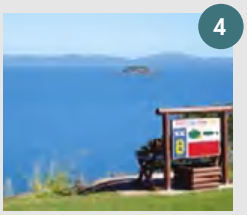




3 Rub shoulders with scientists

Heron, Orpheus and Lizard Islands are home to research stations, where scientists, students and volunteers study marine fauna and coral reefs. The oldest and largest, the University of Queensland's Heron Island Research Station, welcomes up to 150 visitors and is renowned for coral reef research and student training in marine science. Orpheus Island Research Station, on Orpheus' western side, is a marine biology research and education facility owned and operated by James Cook University, and the Australian Museum's Lizard Island Research Station, 168 miles north of Cairns on Lizard Island's southwestern side, is also a coral reef research facility.

Nearby resorts — Heron, Orpheus and Lizard — run station tours for guests. On the one-hour Heron Island tour, for example, you can view the facilities (which include wet and dry laboratories and indoor/outdoor aquaria) and check out the ongoing experiment that seeks to forecast the impact of climate change on the reef. And if you run out of time for questions, the researchers will come to the resort to discuss their projects in greater detail.



4 Putt and drive with distraction

The only golf course in Australia on its own island (Dent), the Whitsundays' Hamilton Island Golf Club, is just a 10-minute tender ride from superyacht-friendly Hamilton Island or a short helicopter journey from exclusive Hayman Island. This 18-hole, par 71 course, Designed by British Open winner Peter Thomson and suitable for all skill levels, is strung along windswept ridges and steep valleys, making some holes quite challenging. And keeping your eye on the ball could also be tough: The 360-degree views over the adjacent islands' secluded coves, sizzling beaches and blue passages, as well as the mainland beyond, is sure to be distracting.
hamiltonislandgolfclub.com.au

ORPHEUS ISLAND RESORT

Remain alert as you travel to Orpheus Island Resort, on the western side of Orpheus Island National Park. In season, a manta ray or humpback whale may appear, cruising the Coral Sea near other islands in the Palm group. If the wildlife gazing gods are grinning, you may face a dilemma when your helicopter settles alongside the slender sandy beach rimming secluded Hazard Bay. Do you relax beside the infinity pool until dinner, perhaps squeezing in a short walk to one of two lookouts, or venture to a nearby bay to seek out more marine life?

Difficult decisions can wait until you and your guests have sipped sparkling wine and chatted with Arie Prabowo, the resort's head chef, about your upcoming custom culinary adventures. For breakfast, he says, you can expect fresh fruit and pastries, followed by a second





PHOTOGRAPHS: KARA MURPHY (INSET TOP, CIRCLE), ISTOCK / KJA (INSET BOTTOM)





BY BOAT

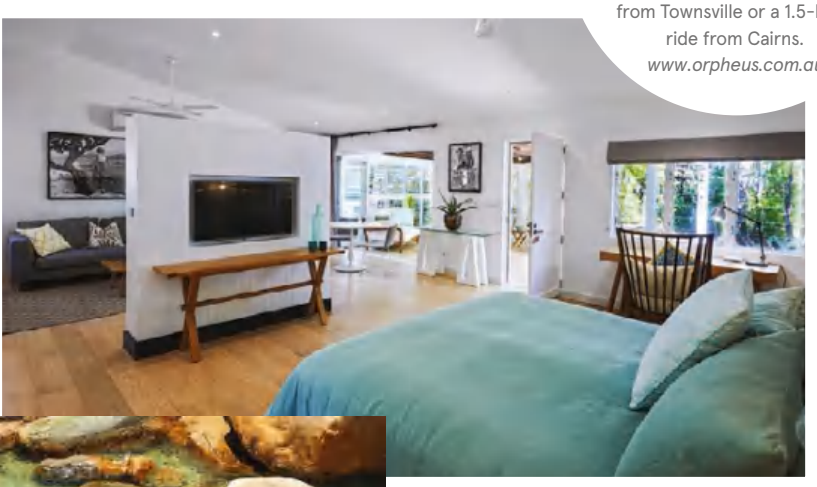
Hazard Bay provides a sheltered anchorage for yachts, and the resort is accessible via tender. The closest marina is Breakwater Marina in Townsville (*breakwatermarina.com.au*). Berths can take yachts up to 144 feet. The marina offers deep-water access, metered power, high-flow refueling, freshwater and more.



FIND IT

Orpheus Island is 43 nautical miles north of Townsville, Queensland. Access is via a 30-minute helicopter journey with Nautilus Aviation (*nautilusaviation.com.au*) from Townsville or a 1.5-hour ride from Cairns. *www.orpheus.com.au*







PHOTOGRAPHS: COURTESY OF ORPHEUS ISLAND RESORT

Room tips:

For an endearing mix of privacy, space and style, opt for the 732-square-foot South Suite, in a tropical garden setting and just a few steps from the water. Photos from Orpheus' early days accent the bright open-plan living and king sleeping area. Spa amenities with native scents — cherry alder, blue cypress and quandong — and a jar of damson plum and lemon myrtle salts may inspire you to try out the outdoor stone bathtub for two. However, if you're traveling with children, you'll probably be most comfortable in the 963-square-foot North Beachfront Villa, which has two bedrooms and two bathrooms and enjoys views over the Coral Sea.

course featuring, perhaps, fresh eggs from the resident hens; for lunch, tapas incorporating produce from the veggie patch; and for dinner, a four-course personalized menu of locally sourced fusion cuisine.

This small resort accommodates just 32 guests (including children) in its 14 rooms and suites. Low numbers contribute to an unhurried vibe, and the set-up is casually elegant, with five styles of accommodation flowing from either side of the open-air bar, al fresco daytime dining area, evening restaurant and reading/pool room.

Although something in the air (or possibly from the bar) may lull you into a horizontal position in one of the double hammocks or in the Gwandalan Day Spa (which means "rest and peace" in the Aboriginal language), try to spend at least a couple daylight hours adopting that stance in the water. The best underwater experiences are on the outer reef, about a 75-minute private charter away. However, a section of Hazard Bay holds more than a hundred giant clams, and you and your guests can easily explore nearby fringing reefs — home to hard and soft corals and 1,100 species of fish — via a self-guided motorized dinghy excursion or guided outing.

With no other resorts on this lush seven-mile-long island, the only people you and your guests might encounter while here would be Orpheus Island Research Station staff or scientists. Otherwise, the island and its best facilities are all yours.

ONE&ONLY HAYMAN ISLAND

Arrivals don't get much better than this: Touching down at Hamilton Island's Great Barrier Reef Airport, you and your guests are led to a luxury yacht, where sparkling wine and canapés await. Bidding farewell to busy Hamilton and nearby Dent Island, famous for its golf course, you cruise north around the western side of lofty, uninhabited Whitsunday Island, the largest in the Whitsunday archipelago, as well as Hook Island, passing slivers of sand and sheltered anchorages. After about 50 minutes, you'll reach your destination, 726-acre Hayman Island, the most northerly in the 74-strong Whitsunday group.

Hayman, a private island, is home to just one resort, One&Only Hayman Island, which was rebranded and reopened in 2013 after a $60 million refurbishment. Today, it features 160 rooms, suites, villas and penthouses in three distinct areas: the Hayman, Beach and Pool wings. The latter boasts the most impressive transformation, with one or two-bedroom suites that overlook one of the largest swimming pools in the Southern Hemisphere.

While some areas aren't suitable for children younger than age 12 (for example, the aforementioned pool and the suites that directly access it), the resort is, overall, family-friendly, with a shallower pool near the Hayman wing and a complimentary KidsOnly Club for

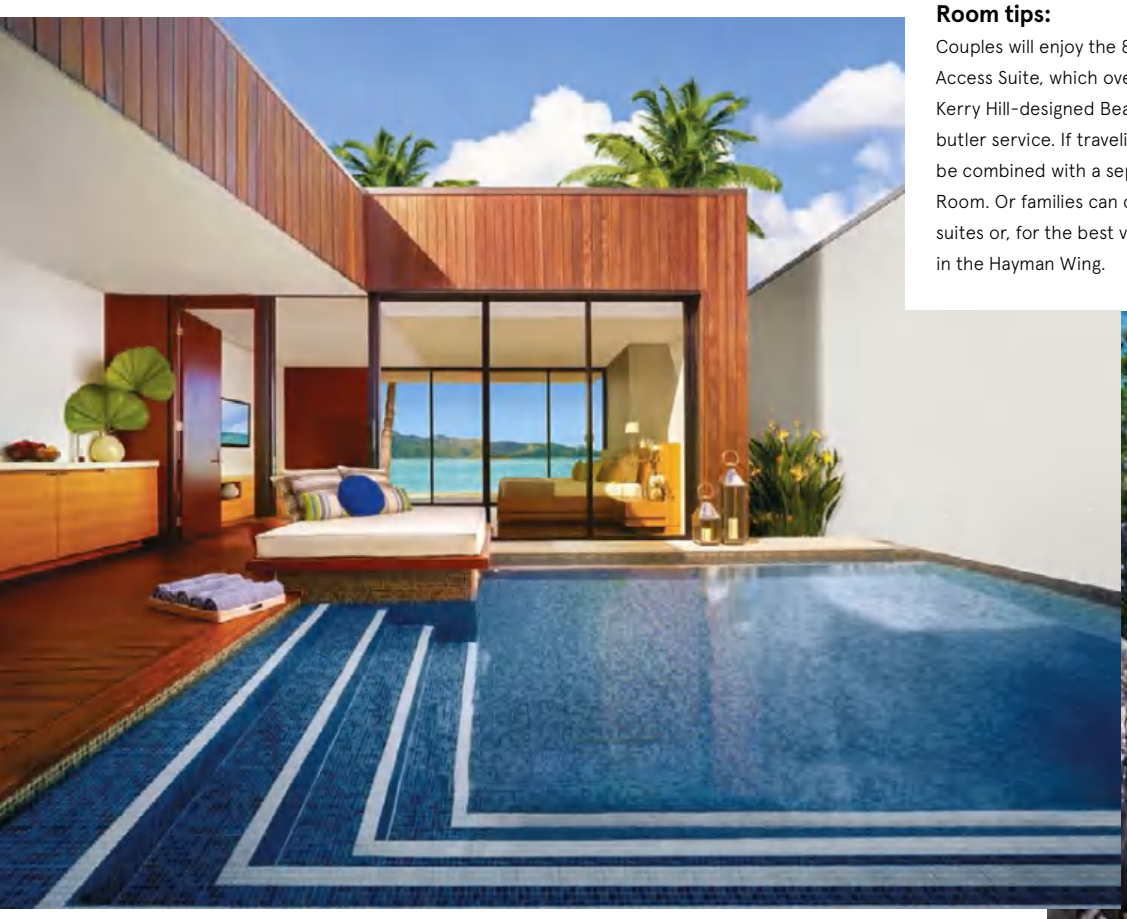


FIND IT

One&Only Hayman Island is 20 nautical miles north of Hamilton Island and 18 nautical miles northeast of Airlie Beach, Queensland. Access is via yacht or helicopter from Hamilton Island's Great Barrier Reef Airport. *hayman.oneandonlyresorts.com*

Room tips:

Couples will enjoy the 807-square-foot One-Bedroom Direct Pool Access Suite, which overlooks the main pool, or a 1,292-square-foot Kerry Hill-designed Beach Villa with Pool – both include personalized butler service. If traveling with children and a nanny, the latter can be combined with a separate and nearby 409-square-foot Retreat Room. Or families can choose one of the family rooms, two-bedroom suites or, for the best views, the two- or three-bedroom penthouses in the Hayman Wing.









guests ages 11 and younger, where supervised activities include reef ranger outings, beach games and evening nature walks. Plus, with six restaurants, you'll easily keep guests of all ages satisfied. Kids will appreciate Aquazure's island-made gelato and proximity to the family pool, Amici's pizzas and Bamboo's outdoor teppanyaki tables; while adults will love the elegant Fire's collection of Penfolds Grange's rare vintages and the Pacific's panoramic views over the mile-long crescent-shaped beach and beyond.

Connect with these blue water views via kayaks, Jet Skis and paddleboards. Go farther afield to explore nearby reefs with Seabobs, snorkeling equipment or dive gear. Some of the most spectacular vistas here, though, occur at higher elevations. Defy gravity on a morning bushwalk, for example, up to Cook or Whitsunday lookout and then, perhaps, down to inviting Blue Pearl Bay – if you've booked the entire island, you'll have the trails and views all to yourself – and spend the afternoon venturing much higher. Hayman is the closest Whitsunday island to the outer reef; board a helicopter and within 15 minutes, you'll witness several individual reefs – Bait, Barb, Hook, Line, Hardy (which has a snorkeling pontoon) and much-photographed Heart – stretching before you in a tapestry of turquoise and gold.



PHOTOGRAPHS: COURTESY OF ONE&ONLY HAYMAN ISLAND, ISTOCK/ROBCRUSE (INSET TOP RIGHT), ISTOCK/SAMVALTENBERG (INSET BOTTOM RIGHT)

BY BOAT

One&Only Hayman Island's marina can take private yachts up to 80 feet. The closest recommended superyacht anchorages are Blue Pearl Bay, near Hayman Island's northern tip, and Stonehaven on nearby Hook Island's western side. The closest superyacht marinas are Abell Point Marina (*abellpointmarina.com.au*) in Airlie Beach and Hamilton Island Marina (*hamiltonisland.com.au*), which accommodate yachts up to 196 feet and offer 125-amp power, high-flow fuel, concierge services and more.



5 Get winded in the Whitsundays

Whitsundays Islands National Park protects 32 islands, including several with walking tracks that will help you reclaim your land-legs (and fitness) after extended periods on your yacht. On Whitsunday Island, aim for 1,427-foot Whitsunday Peak, a challenging 3.1-mile-return walk that begins at Sawmill Beach in Cid Harbor and travels through rain forest gullies and windswept heaths to reach uninterrupted views of the surrounding islands. If you're after something a little less demanding, try the three-quarter-mile Solway Circuit that begins at Whitehaven Beach and climbs through grass trees, cycads and rock fern to a natural rock platform, or the 4.5-mile-return Chance Bay walk, which branches off the Solway and leads through a lonely forest. *npsr.qld.gov.au/parks/whitsunday-islands*



6 Follow in Captain Cook's footsteps

In August 1770, while charting the Australian east coast aboard the 109-foot HMB *Endeavour*, Lieutenant James Cook found himself caught in a labyrinth of reefs near a group of continental islands and was unsure how to make his way out. Coming ashore on Lizard Island (which he named after the prevalent reptiles), he climbed to the highest point (now known as Cook's Look) and noticed, to the northeast, a narrow break in the reefs leading to open sea.

Contemplate Cook's plight as you tackle the steep, 1.4-mile return trail from Watsons Bay beach to the exposed summit of 1,178-foot Cook's Look. You may have fewer worries than Cook did during this climb, but don't be overly confident; the descent can be tricky. *nprsr.qld.gov.au/parks/lizard-island*

Edited by Kara Murphy

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Available in SPF 15, 25 and 40, this sunscreen's patented 100 percent eco-compatible formula has been tested on delicate coral and mussels and incorporates organic moisturizers (olive oil, coconut extract and beeswax) and vitamin E. Prices start at *£40/150ml, aethic.com*

GREEN PEOPLE SCENT FREE
This natural, non-pore-clogging, SPF 30 sunscreen is suitable for sensitive skin — plus a portion of the cost goes to the Marine Conservation Society. *£21/200ml, greenpeople.co.uk*

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You'll see no white residue after applying this light, natural mineral sunscreen, which is infused with aloe, rose hip, shea butter and calendula and available in SPF 18, 25, 30 and 50. *$69/100ml, theorganicpharmacy.com*

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The titanium dioxide and zinc oxide in this SPF 30 natural mineral sunscreen protect your skin while green tea extracts, shea butter and jojoba oil moisturize and hydrate it. *$32/59ml, johnmasters.com*

PHOTOGRAPH: DAVID ABRAHAMS

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PRICE REDUCTION

SEVEN J'S 47M › 156FT › DELTA MARINE › 2008 › 19,900,000 USD
An extraordinary yacht with long range that was designed for extended cruising in all conditions. Amazing interior by Tom String, with exterior styling and interior layout by Delta Marine. New hull paint, air conditioning upgrades and full underwater service performed. Accommodations for up to 12 guests. Ultra-high quality yacht. Ready for cruising.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE

PRICE REDUCTION



COCKTAILS 47M › 157FT › TRINITY › 2004/2012 › 18,500,000 USD
Refit 2012, sophisticated interior, exterior. 5 staterooms, 12 guests. Immaculate condition.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE

PRICE REDUCTION



NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

+LEJOS 36M › 120FT › BENETTI › 2010 › 8,975,000 EUR
Features amazing light and welcoming interior. 12 guests in 5 strms. Zero speed stabilizers.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE

PRICE REDUCTION



COPASETIC 43M › 141FT › HIKE METAL PROD. & SHIP BUILD. LTD › 2006 › 9,900,000 USD
Steel/aluminum construction and designed for low maintenance long range cruising.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE



NIMBUS 21M › 70FT › MERRITT › 1994 › 2,500,000 USD
Amazing quality. Recent refit including all new electronics. Maintained by original builder.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE

FRASERYACHTS.COM

THE NUMBERS SPEAK FOR THEMSELVES

1 yacht

SOLD EVERY 7.6 DAYS IN 2015

33%

MORE DEALS CLOSED THAN OUR CLOSEST COMPETITOR FROM 2010-2015

60%

MORE YACHTS SOLD THAN OUR CLOSEST COMPETITOR IN 2015

+4 miles

OF YACHTS SOLD OVER THE LAST 6 YEARS

$550,000,000

WORTH OF YACHTS SOLD IN 2015

FRASER YACHTS HAS SOLD MORE YACHTS THAN ANY OTHER BROKERAGE EVERY YEAR FOR 6 YEARS IN A ROW.

SPEAK TO THE EXPERTS

FRASER YACHTS

FRASERYACHTS.COM

Source: Market Intelligence by Boat International Media Ltd. Brokerage yachts sold over 24m between 1st January – 31st December 2015

The Superyacht Experts

MONACO I LONDON I PALMA I MALTA I TURKEY I MUMBAI I SYDNEY I SINGAPORE
FORT LAUDERDALE I SAN DIEGO I SEATTLE I CASA DE CAMPO I PHUKET I MALAYSIA

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



HELIOS 2 51M › 168FT › PALMER JOHNSON › 2002/2015 › 17,500,000 USD
Highly pedigreed yacht, blending modern and classic styles. Spacious layout and great outside spaces for relaxing and entertaining. Comfortably accommodates up to 12 guests in 5 staterooms. Has been maintained and updated with no expense spared. Ideal yacht for discerning guests who value privacy and elegance.
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



CLEVELANDER 24M › 81FT › NAUTOR'S SWAN › 2004/2014 › 1,950,000 EUR
4 dbl staterooms all ensuite plus crew forward. Excellent value.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



ANASTASIA M 37M › 122FT › SANLORENZO › 2010 › 7,950,000 EUR
Well maintained vessel, sole owner since new, motivated to sell.
ALEX.KRIK@FRASERYACHTS.COM +377 93 100 450 MONACO



TO-TOK 37M › 124FT › SANLORENZO › 2014 › 18,200,000 USD
Practically brand new, spacious and light interior. 12 guests in 5 staterooms. 200 hours.
FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



SOL 37M › 122FT › RIVA › 2014 › 12,800,000 USD
Highly appointed Italian décor, 6 guests in 3 staterooms. Sleek and fast, reaches 32 knots.
FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

WATCH THE VIDEO 1. DOWNLOAD AURASMA FROM THE APP STORE OR GOOGLE PLAY 2. SEARCH AND "FOLLOW" FRASER YACHTS 3. POINT DEVICE AT YACHT IMAGE TO WATCH

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FRASER YACHTS



LADY NAG NAG 52M › 171FT › AMELS › 2008 › 28,000,000 EUR
One of the successful Amels Limited Edition, and the only one on today's market. She is VAT paid. Laura Sessa interior and Tim Heywood exterior.
Full beam owner's stateroom with private office and 5 guest staterooms
DENNISF@FRASERYACHTS.COM +377 93 100 450 MONACO
JJ.MINNEMA@FRASERYACHTS.COM +377 93 100 450 MONACO



VICKY 72M › 238FT › PROTEKSAN - TURQUOISE › 2012 › 62,500,000 EUR
Swimming pool, spa, helipad and guest elevator. 14 guests, 7 staterooms. Private owner's deck.
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

PRICE REDUCTION



MEDUSE 60M › 199FT › FEADSHIP › 1996/2011 › 25,000,000 USD
Helicopter carrying Feadship. 6 staterooms, 2 full beam on deck.
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

NEW CA



MY PARADIS 32M › 108FT › BENETTI › 2014 › 9,500,000 EUR
Mechanical & Electrical Alternative propulsion system. Owner stateroom on main deck.
ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93 100 450 MONACO



TAMARA RD 35M › 114FT › ADMIRAL › 2010 › 7,900,000 EUR
New Awlgrip Paint Job. Experienced owner, 4 staterooms. Good charter potential. VAT PAID
GIULIO.RIGGIO@FRASERYACHTS.COM +34 971 700 445 PALMA

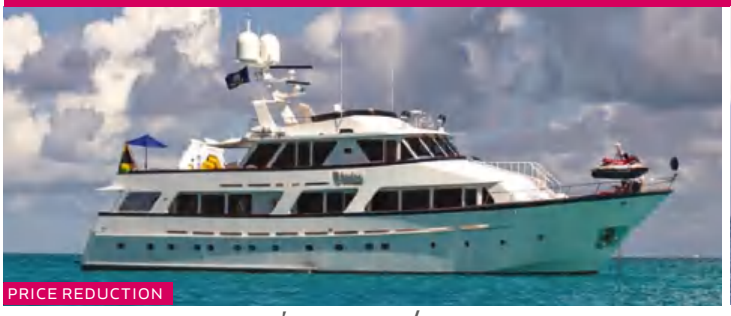
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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW

FRASER YACHTS


PRICE REDUCTION

SUNSHINE 37M › 124FT › LLOYD'S SHIPS › 1986/2014 › 2,900,000 USD
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE
TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE


MANGUSTA 80 25M › 82FT › OVERMARINE › 2006/2014 › 970,000 EUR
Best Mangusta 80 Hard Top on the market. Mint condition. Extremely low priced.
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971 700 445 PALMA


MYSTERY 34M › 112FT › NAUTOR'S SWAN › 2000/2015 › 4,900,000 USD
Top pedigree performance cruising yacht. Frers design. Fast and world capable.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE


FOR SALE & CHARTER

SARITA SI 38M › 126FT › CRN ANCONA › 1972/2009 › 5,900,000 EUR
CRN classic with elegant lines. Incredible deck space and sophisticated interior, 6 staterooms.
DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO


KINGFISH 32M › 107FT › CHRISTENSEN › 1997 › 4,295,000 USD
PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO


SEYCHELLE 34M › 111FT › NORTHCOAST › 1993 › 2,900,000 USD
Unrivaled in her size for quality of space on board. Great outside areas.
ERIC.PEARSON@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO


PRICE REDUCTION

AVENTURA 33M › 109FT › DANISH YACHTS › 2005/2011 › 3,650,000 USD
Large volume interior design w/ pilothouse raised saloon, lower saloon and 4 dbl strms.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



RECENTLY REFIT
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MARIE 55M › 180FT › VITTERS › 2010/2015 › POA
Recent refit. Boasts traditional craftsmanship and modern technology.
JODY.OBRIEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

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FOR SALE



MERIDIAN

LOA: 205' (62.50m)
Beam: 37'4" (11.40m)
Draft: 12'1" (3.70m)
Shipyard: Icon Yachts
Year: 2013
Staterooms: 8
Price: EUR 57,500,000



GALACTICA

LOA: 164' (50m)
Beam: 30'7" (9.40m)
Draft: 8'7" (2.60m)
Shipyard: Heesen
Year: 2007 / 2014
Staterooms: 6
Price: EUR 21,000,000



360

LOA: 155'8" (47.50m)
Beam: 29'2" (8.90m)
Draft: 8'9" (2.70m)
Shipyard: ISA Yachts
Year: 2003 / 2013
Staterooms: 5
Price: EUR 11,900,000

MONACO
9 avenue d'Ostende
MC 98000
Tel (+377) 97 705 200

USA
1535 SE 17th St, Suite 205
Ft Lauderdale, FL 33316
Tel (+1) 954 767 1035

FOR SALE

CRACKER BAY

LOA: 146'3" (44.60m)
Beam: 28'9" (8.80m)
Draft: 9'2" (2.80m)
Shipyard: Hakvoort
Year: 2002 / 2015
Staterooms: 6
Price: USD 18,500,000
ALSO FOR CHARTER



RELENTLESS

LOA: 145' (44.20m)
Beam: 27' (8.23m)
Draft: 7' (2.13m)
Shipyard: Trinity
Year: 2001
Staterooms: 5
Price: USD 11,900,000



MARLENA

LOA: 144' (43.89m)
Beam: 26' (8.20m)
Draft: 6' (1.98m)
Shipyard: Trinity
Year: 1998 / 2012
Staterooms: 5
Price: USD 7,200,000



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www.yacht-zoo.com - info@yacht-zoo.com

FOR SALE



TUASEMPRE

LOA: 139'8" (42.60m)
Beam: 26'6" (8m)
Draft: 4'3" (2.10m)
Shipyard: AB Yachts
Year: 2007
Staterooms: 4
Price: EUR 6,500,000



ASPEN ALTERNATIVE

LOA: 120' (36.60m)
Beam: 25' (7.60m)
Draft: 6'5" (1.95m)
Shipyard: Sovereign
Year: 2002 / 2014
Staterooms: 5
Price: USD 5,400,000



SILVERTIP

LOA: 110'1" (33.80m)
Beam: 23'4" (7.10m)
Draft: 14'2" (4.30m)
Shipyard: Yachting Developments
Year: 2001 / 2012
Staterooms: 3
Price: EUR 5,950,000
ALSO FOR CHARTER

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9 avenue d'Ostende
MC 98000
Tel (+377) 97 705 200

USA
1535 SE 17th St, Suite 205
Ft Lauderdale, FL 33316
Tel (+1) 954 767 1035

FOR SALE

O'

LOA: 108' (33m)
Beam: 23' (7.12m)
Draft: 5'8" (1.80m)
Shipyard: Mangusta
Year: 2007
Staterooms: 4
Price: EUR 3,300,000
ALSO FOR CHARTER



SEA RETREAT

LOA: 96'6" (29.45m)
Beam: 22' (6.70m)
Draft: 6' (1.80m)
Shipyard: Cheoy Lee
Year: 2006 / 2015
Staterooms: 4
Price: USD 3,950,000



MUSTANG SALLY

LOA: 82' (25m)
Beam: 22'4" (6.80m)
Draft: 5'6" (1.70m)
Shipyard:Viking
Year: 2009
Staterooms: 6
Price: EUR 4,955,000



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ANTIBES ★ FORT LAUDERDALE ★ HOLLAND ★ HONG KONG ★ INDONESIA ★ LA ★ NEWPORT ★ NYC ★ PALMA ★ PHILIPPINES ★ SAN DIEGO ★ SINGAPORE ★ THAILAND ★ VIETNAM

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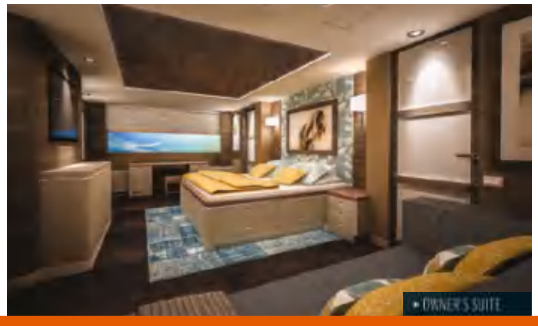
▸ For more information about this luxury yacht contact
John Solomon :: Antibes :: +33 6 63 54 7937
John.Solomon@NorthropandJohnson.com



SARP 46M 151' (46m) :: Sarp Yacht :: 2016 :: €22,500,000

Now completed, the eagerly awaited Sarp 46 is undergoing trials and can be delivered in time for the 2016 season. All who have seen the yacht have complimented the shipyard's attention to detail that is apparent in the high quality fit and finish and excellent engineering. Built to American Bureau of Shipping (ABS) classification in an immaculate and modern facility. Many aspects of her construction reach well beyond classification requirements and that thorough approach is continued in her comprehensive turnkey specification. We look forward to introducing you to this remarkable yacht.







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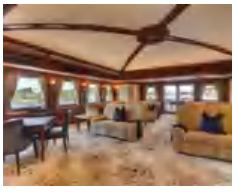
'49 | THE AUTHORITY ON YACHTING
SINCE 1949



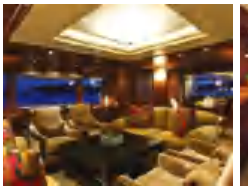


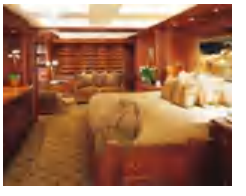










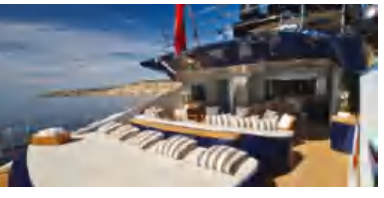


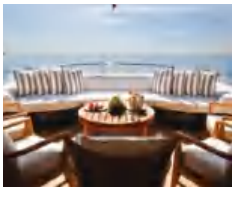
SOVEREIGN 180' (54.9m) :: Newcastle :: 2011/2014 :: $39,950,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com

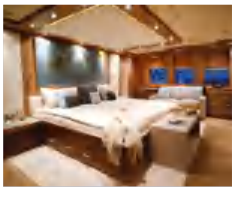
PASSION 173' (53m) :: Swedeship :: 2003/2009 :: $19,500,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

















ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: $18,500,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com

AR-DE 122' (37.1m) :: Burger :: 2002 :: $9,950,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com

NORTHROP & JOHNSON



GERMANIA NOVA 196' (59.8m) :: Marin Luxuryachts :: 2009/2011 :: €11,800,000
Michael Nethersole :: Fort Lauderdale :: +1 954 648 1250 :: Michael.Nethersole@NorthropandJohnson.com



M57 EXPLORER 187' (56.9m) :: Mondomarine :: 2018 :: €40,000,000
Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



GALLANT LADY 168' (51.2m) :: Feadship :: 2007/2014 :: $39,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 kevin.merrigan@northropandjohnson.com



ONLY ONE 152' (46.3m) :: Baglietto :: 2015 :: €21,000,000
John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



BIG ZIP 142' (43.3m) :: Trinity :: 2010 :: $22,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



LADY BEE 142' (43.2m) :: Christensen :: 1995/2015 :: $8,900,000
Joe Foggia :: Fort Lauderdale :: +1 954 774 4225 :: Joe.Foggia@NorthropandJohnson.com



APHRODITE A 140' (42.6m) :: Hoek/Vitters :: 1999 :: €7,900,000
Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com



APHRODITE 130' (40m) :: Westport :: 2010 :: $15,495,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

'49 | THE AUTHORITY ON YACHTING
SINCE 1949



GLORIA 126' (38.4m) :: Jongert :: 1986/2013 :: $5,490,000
Michael Nethersole :: Fort Lauderdale :: +1 954 648 1250 :: Michael.Nethersole@NorthropandJohnson.com



UNBRIDLED 116' (35.3m) :: Crescent Yachts :: 1995/2015 :: $3,995,000
Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



MARBELLA 108' (32.9m) :: Monte Fino :: 1996/2013 :: $2,195,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



DARK SHADOW 100' (30.4m) :: Wally :: 2002/2012 :: €4,200,000
John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



MUSTANG 83' (25.3m) :: Peterson/Camper & Nicholsons :: 1987/2012 :: $995,000
Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com



PRESS BUY 80' (24.3m) :: Pershing :: 2012 :: $3,495,000
Mathias Chouraki :: New York :: +1 646 283 0452 :: Mathias.Chouraki@NorthropandJohnson.com



CALLIOPE 76' (23m) :: Lazzara :: 2011 :: $2,795,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



WHISTLE 76' (23.1m) :: Lazzara :: 2012 :: $3,500,000
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223'/68m Nobiskrug 2010 **SYCARA V***



203'/62m VSY 2009 **SEALYON***



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164'/50m Couach 2012 **LA PELLEGRINA***



164'/50m Hakvoort 1994 **LADY M II***



151'/46m Delta 2011/12 **JUST J'S**



151'/46m Burger 2009 **SYCARA IV**

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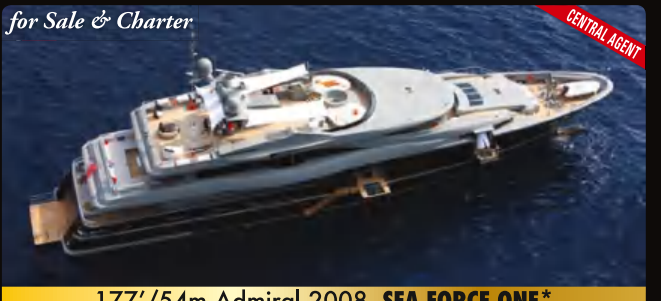
205'/63m Codecasa 2003 **APOGEE***



205'/62m Oceanco 2002/12 **LADY LOLA***



180'/55m Benetti 2003/15 **CAKEWALK***



177'/54m Admiral 2008 **SEA FORCE ONE***

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157'/48m Oceanfast 2010/13 **AUSTRALIS***



153'/47m Feadship 2001/15 **SEA RACER**



143'/44m Heesent 1988/15 **OCTOPUSSY***



124'/38m Delta 2003/14 **NITA K**

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153'/47m Feadship 1997/01 **DAYBREAK**



134'/41m Lurssen 1995/05 **BLIND DATE***



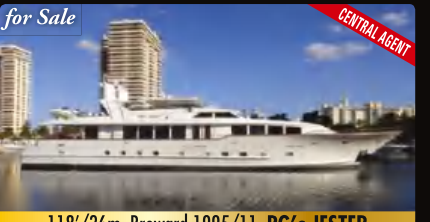
133'/41m Custom Splendor 2009 **SERQUE**



127'/39m IAG 2010 **NO BADA BEES**



118'/36m Azimut/Benetti 1994/15 **SHALIMAR***



118'/36m Broward 1995/11 **PG's JESTER**

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117'/36m Delta 1990/09 **STAMPEDE**



116'/35m Feadship 1970/08 **UTOPIA II**



116'/35m Pershing 2007/08 **CARCHARIAS***



116'/35m Azimut (2) Available



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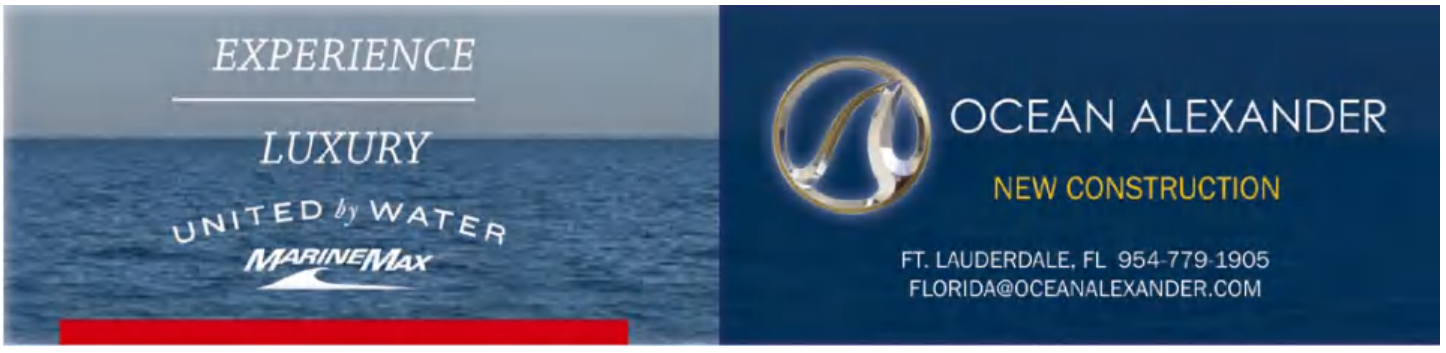


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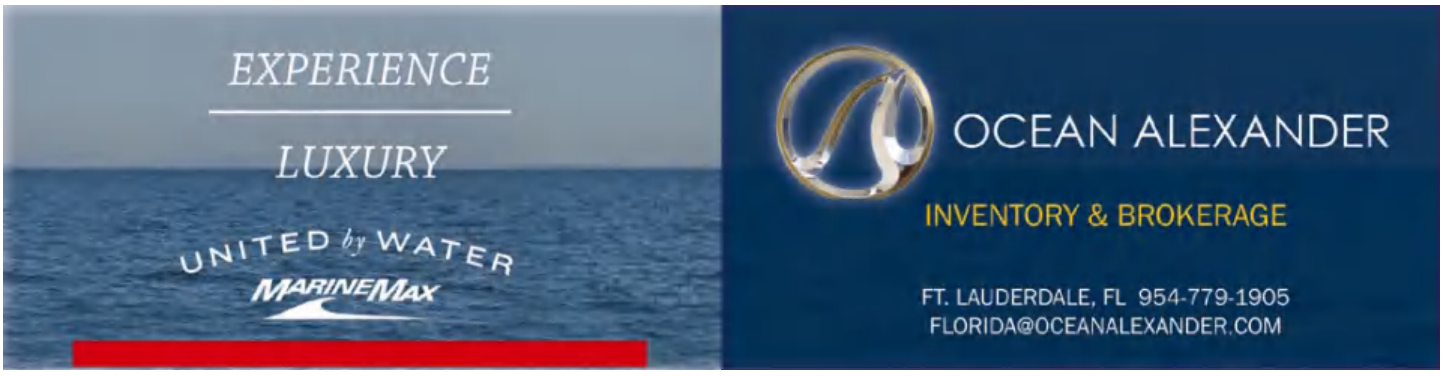
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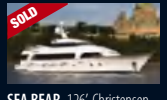
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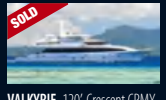
THEMIS, 156'Trinity TDMY



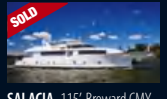
ATLANTICA, 135'Christensen TDMY



SEA BEAR, 126' Christensen



VALKYRIE, 120' Crescent CPMY



SALACIA, 115' Broward CMY



LYON'S PRIDE, 112'Westport



TAHITI, 108' Westport MY



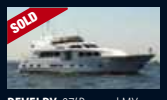
LADY CAROLE, 105' Azimut MY



HUEY'S ISLAND, 100' Broward MY



FAIR SKIES, 90'Burger MY



REVELRY, 87'Broward MY



SHANI TOT, 84'Lazzara MY



TOMCAT, 80'Lazzara CMY



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SOPHYE II, 78'Fairline



F5, 75'Sunseeker


STATUS QUO, 150' 2013 Richmond, Tri-Deck MY - Built to ABS, MCA class, MTU 16V-2000's, only 870 hrs! Helipad, zero speed stblz, all options. Ft. Laud. CA



THEMIS, 156' 1999/2015 Trinity TDMY - Complete refit w/new interior, 'at rest' stabilizers, new elects, FB jacuzzi, tenders & more! $1M Price Reduction! Ft. Laud. CA


GOOD TIMES, 114' 1996/14 Hatteras MY - Complete refit, gorgeous new interior & joinery, elects, A/V, hardtop, FB bar, tender & toys! 16V2000, W6 done 11/15. In S. FL CA



LADY D, 98' 2008 MCP GFT 100 - Cat C32 Acerts w/ext warranty, (5) S/R's w/on deck master, Brazilian mahogany interior, updated elects & A/V, twin gens, New paint 1/16!


REFLECTIONS, 85' 2005 Pacific Mariner FDMY - Refit 2015, 4 S/Rs, new interior. MTU 12V2000s, twin gens, stblz, thruster, w/m, new tender! S. FL. CA


LUCK-A-LEE IV, 85' 2007 Pacific Mariner FDMY - Offered for the first time, 4 S/R's, custom Sapelle interior. MTU 12V2000's, 1260 hrs. S. FL CA


SERENITY, 84' 2007 Lazzara MY - Euro style, 5 S/Rs + 2 crew, powered by C30'S w/ low hrs, hardtop, twin gens, stabilizers, bow thruster. Turn Key. Palm Beach, FL. CA



MINE TIME, 68' 2008 Viking CNV SF - Open bridge, MTU 16V-2000, 2400 HP, full tower, watermaker, ice chipper, loaded! Mint, turn key! Ft. Laud. CA


FREEDOM, 75' 2003 Hatteras CMY - 4 S/R layout, Cat 3412, new interior. Boca Raton. Also avail, **75' 2001 Hatteras CMY L'DOR V'DOR**, 5 S/Rs, Miami. CA


AFTER YOU, 63' 1987/2014 Hatteras CMY – Refit '14, new ext., paint, interior, new galley, stabilizers, DD 12V71's, 2870 orig hrs, twin gens, tender & davit. S. FL. CA

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LADY LEILA, 132' 2008 Horizon - Custom classed TDMY, accommodates up to (10), dual master SR's. Cats, only 3200 hrs, new paint '12, zero speed stblz. In Ft. Laud. CA



MURPHY'S LAW, 124' 1998/14 Delta Tri-Deck MY - New exterior paint, 100 hrs on main engines SMOH. New elects & decor. 4 S/Rs. Ft. Laud, FL CA



CRESCENDO, 100' 2005/15 Hatteras MY - Low original hrs on 16V2000's, 5 S/Rs, new interior refit, all large yacht options! In Ft. Lauderdale, FL. CA



REWARD, 100' 1998 Broward MY - Refit in 2015 w/new paint, majored DDEC 12V92s, custom interior, 4 S/Rs. All large yacht options! Vancouver, BC. CA



ANTHEM, 80' 2008 Cheoy Lee Bravo MY - 3412 Cats, low hrs, 3 S/Rs, air conditioned flybridge, many upgrades! N. Miami Beach, FL CA



OCHO UNO, 78' 2014 Fairline Squadron – 4 S/R, 4 heads w/aft crew quarters. Cat C32 w/only 250 hrs. Stabilizers, twin gens, watermaker. CA. Ft. Lauderdale.



GRATEFUL TWO, 80' 2007 Hatteras MY - 4 S/R's, 2 crew, custom lower helm station! Cat C32s w/ext warranty thru 10/16. Bow, stern thruster, stabilizers, watermaker! Best value! S. FL CA



SWEET & SALTY - 70' 2014 Azimut - Highly custom, 4 S/R's, open galley, Zebrano interior. Mans w/under 400 hrs, (2) Seakeeper gyros, bow/stern thruster! Flawless condition! CA S. FL.



SWEET SURRENDER, 63' 2013 Marquis MY - Nuvolari-Leonard interior, 3 S/R's + crew, Volvo IPS 900HP, joystick control, 500 orig. hrs, custom hardtop, hi-lo tender. S. FL CA



SWEET JUDY BLUE, 64' 2012 Azimut MY - 3 SR's + crew, C-18 Acert power with ext warranty, 27 kt cruise, 2 Sea Keeper Gyros. One owner. S. FL. CA

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Alex Rogers, C.A.



112' Westport RPHMY 2002
Alex Rogers, C.A.



103' Westport/West Bay MY 1999
Bryan Long, C.A.



100' Broward 1991
Mark Peck, C.A.



98' Westport / West Bay 1998
Andrew Miles / Bryan Long, C.A.'s



92' Rayburn 2007
Camm Moore, C.A.



88' Broward 1999
John Varga, C.A.



88' Tarrab MY 2002
Andrew Miles, C.A.



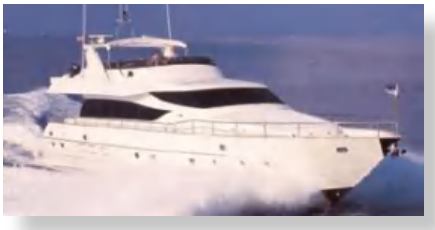
85' Pacific Mariner 2013
Andrew Miles, C.A.



85' Pacific Mariner 2008
Claude Racine, C.A.



80' Hatteras 2008
Mark Peck / Claude Racine, C.A.'s



80' Novatec 1996
John Varga, C.A.



80' Northstar 2006
John Varga / Claude Racine, C.A.'s



78' Burger MY 1981
Mike Burke, C.A.



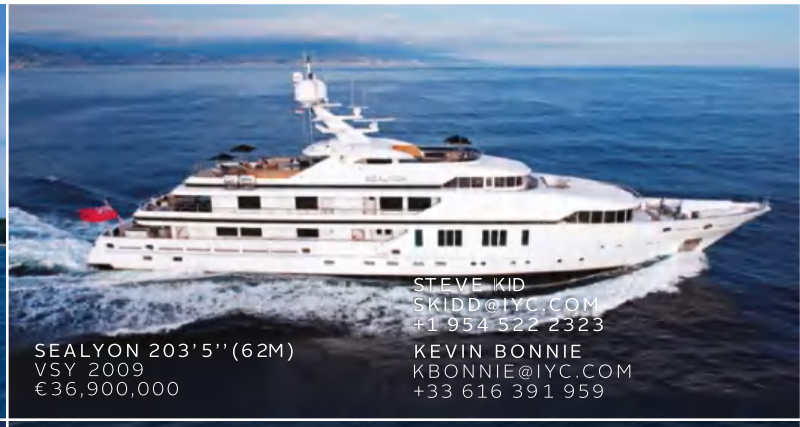
72' Princess V72 MY 2014
Andrew Miles, C.A.

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MUSTIQUE 180'(55M)
TRINITY 2005
€23,000,000

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SEQUEL P 179.6'(54.7M)
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CHRISTENSEN 2009
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NOBLEHOUSE 177'(54M)
SENSATION,2005/2011
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FEADSHIP 1995/2014
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*‡NATITA
216′ 6″ (66m) 2005 OCEANCO



‡SKYFALL
190′ (57.91m) 2010 TRINITY

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142′ (43m) 2008 RICHMOND 12C



REDEMPTION
130′ (39.62m) 2004 WESTPORT PTC



*ARIOSO
130′ (39.62m) 2006/2015 WESTPORT KQC



‡*TOUCH
120′ 1″ (36.6m) 2004/2015 LOUISBOURG



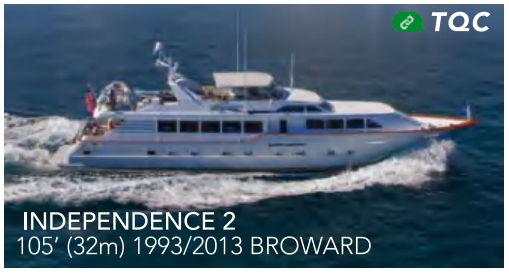
SONAS
120′ (36.58m) 2002/2014 BROWARD



*ROMANZA
120′ (36.58m) 2008/2015 BENETTI



‡*THE WELLESLEY
108′ (32.4m) 2001 FALCON



INDEPENDENCE 2
105′ (32m) 1993/2013 BROWARD



NICOLE EVELYN
100′ (30.48m) 2002 HATTERAS



OCEAN DRIVE
93′ (28.5m) 2012 BENETTI



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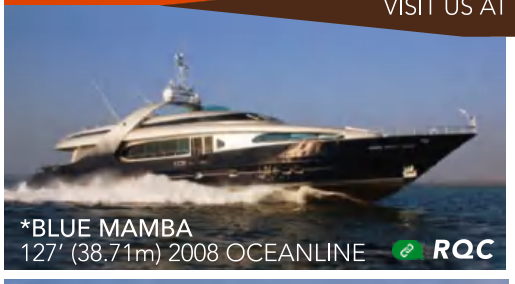
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"My Lady" 92' 1998 Hatteras
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84' 2008 Lazzara
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"Angela Dawn" 75' 2008 Lazzara
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FOR SALE & CHARTER

HARMONY
2010 | 50m / 164'0" | Westport
Asking: USD 29,995,000 Charter Rate: USD 250,000 p/w


FOR SALE & CHARTER

M3
2002 (2015) | 44.8m / 147'0" | Intermarine
Asking: USD 13,900,000 Charter Rate: USD 145,000 p/w


FOR SALE & CHARTER

FOUR WISHES
2004 (2015) | 43.9m / 144'0" | Palmer Johnson
Asking: USD 15,900,000 Charter Rate: USD 170,000 p/w


FOR SALE & CHARTER

FIRST HOME
1988 (2013) | 28m / 91'11" | Cheoy Lee
Asking: USD 1,850,000 Charter Rate: USD 31,000 p/w


FOR CHARTER

AUDACIA*
1987 (2011) | 48.5m / 159'2" | Feadship
Charter Rate: USD 125,000 p/w


FOR CHARTER

JUST ENOUGH
2012 | 42.7m / 140'0" | Custom
Charter Rate: USD 135,000 p/w


FOR CHARTER

NAMOH
2003 | 38.1m / 125'0" | Cheoy Lee
Charter Rate: USD 89,500 p/w


FOR CHARTER

SEAQUELL
1992 (2013) | 32.9m / 108'0" | Alloy Yachts
Charter Rate: USD 40,000 p/w


FOR CHARTER

PICNIC
2010 | 30.5m / 100'0" | Monte Fino
Charter Rate: USD 42,500 p/w


FOR CHARTER

CRISTOBAL
2009 (2014) | 28.9m / 94'10" | Princess
Charter Rate: USD 43,000 p/w


FOR CHARTER

LILLY
2012 | 26.5m / 86'10" | Sunseeker
Charter Rate: USD 35,000 p/w


FOR CHARTER

LADY COPE
2006 (2012) | 24.4m / 80'0" | Lazzara
Charter Rate: USD 27,000 p/w

SALES | CHARTER | MANAGEMENT | NEW CONSTRUCTION | CONSULTING | BERTHS

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O'NEIRO
2008 | 52.7m / 172'11" | Golden Yachts
Asking: EUR 17,400,000



TRANSIT
2010 | 51.3m / 168'2" | Damen
Asking: EUR 9,025,200



O'PATI
2011 | 39.5m / 129'6" | Golden Yachts
Asking: EUR 9,990,000



37M HEESEN
2005 (2013) | 36.9m / 121'0" | Heesen
Asking: EUR 10,900,000



GHOST
2012 | 35.8m / 117'6" | Damen
Asking: EUR 6,808,500



GRAND BAROSSA
1999 (2014) | 30.5m / 100'0" | Azimut
Asking: USD 2,099,000



TUMBLEHOME
1997 (2013) | 27.4m / 90'0" | Lyman Morse
Asking: USD 4,900,000 (US Duty Paid)



BELLE ISLE
2010 | 27.2m / 89'3" | Kingship Marine
Asking: EUR 4,500,000



TASMAN
2007 | 26.2m / 86'0" | Carey Explorer
Asking: USD 3,850,000



LOVIN' LIFE
2008 | 22.9m / 75'0" | Lazzara
Asking: USD 1,995,000



SOLSTICE
2013 | 19.2m / 63'0" | Sunseeker
Asking: USD 2,331,000



RIVA 44
2012 | 13.4m / 44'0" | Riva
Asking: USD 995,000

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PRICE REDUCTION



169' (52M) BEAUPORT | DAVIE SHIPBUILDING | GOOD CONDITION
Owner Deck; Ice strengthened; Stabilized; Yacht Interior; Huge crane.



120' (36.5M) FAR FAR AWAY | INACE | 2012 | ABS & MCA CLASSED
Master + 4 Guest S/R, 6000 NM range. Large full beam Master.



132' (40M) AOY-ALL HEMISPHERE OCEAN ROVER | BRAY DESIGN | 2017
Private Master deck, 8000 + NM range, huge tenders, Sub / Heli Deck.



100' (30.5M) ALL OCEAN | 2018 | GLASS OR STEEL HULL
5000 plus mile range, twin Cat engines. Built to Class, Fully equipped.



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95' (28.96M) IMPETUS | 2005 | AWARD WINNING | 6500 NM RANGE
ABS and MCA, Zero speed stabilizers,custom interior. MUST SEE!

PRICE REDUCTION



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75' (22.8M) SAFIRA | INACE EXPLORER | 2008 | 3000MN RANGE
Twin engines, high quality,fully equipped, BRING OFFERS.

FIRST TIME ON MARKET



134' (40.8M) SENSHU MARU 1997 | CONVERTED IN 2012
8000NM @10 knots, light modern interior, 5 guest cabins.



78' (23.77M) AJAO | BAGLIETTO | 1989 | ONLY 2 OWNERS
4 Guest cabins, low hours, great family layout MOTIVATED.



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Underwater Exploration. Go where no one has gone before.



90' (27.4M) ROSA | ABD | 1996 | REFIT 2014 | 4000MN RANGE
Excellent condition, Private master suite on pilothouse deck.

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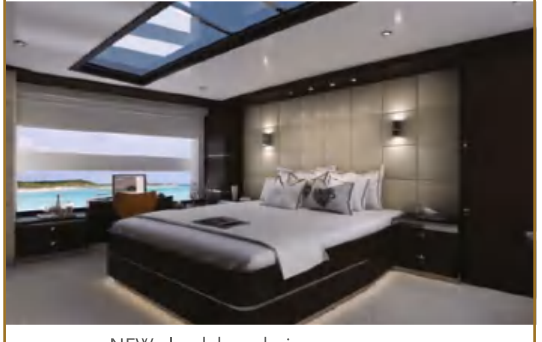
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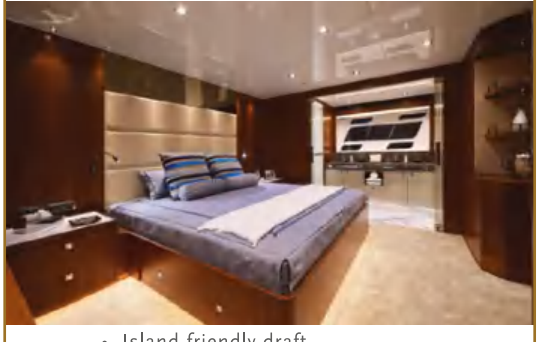
- NEW plumb bow design
- Efficient cruise speeds 10-20 knots
- Voluminous 23'3" beam
- On deck Master w/ 4 guest rooms + crew
- Extensive outdoor entertaining areas

INNOVATIVE NEW MODEL

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- Zero speed stabilizers
- Twin CAT C32 1800HP engines

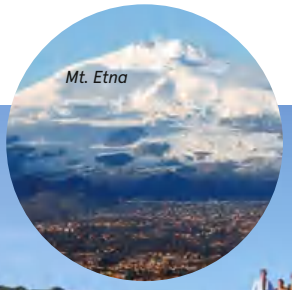
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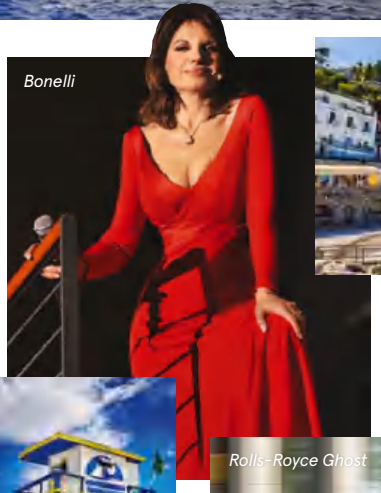
Elena Bonelli

Friends look forward to an invitation to come aboard *Halifax IV*, the latest in a series of Rivas enjoyed by Elena Bonelli and her companion, Adriano Cerasi. With an active international social life, juggled along with her theatrical performances around the world, the ebullient Bonelli believes in living life to the fullest; 70 guests for dinner over the holidays, no problem. Nowhere is this reservoir of feeling more apparent than in her singing, the power of the words reinforced by her skills as an actor.

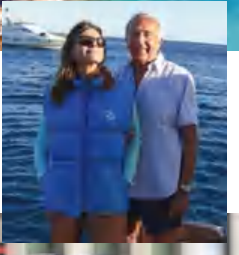
Interview by Grace Trofa

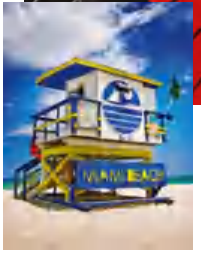

Mt. Etna

Halifax IV


Bonelli


Capri






Rolls-Royce Ghost





Residences: Rome, Italy; Miami, Florida; and Arbatax, Sardinia

Profession: Actress and singer, organizing theatrical performances with full orchestra throughout the world

My current yacht is *Halifax IV*, a 22-meter (72-foot) Riva Dolce Vita.

We have always had boats. We've had four Riva Classics, a Superamerica and our favorite would be the Rivale. We were the first to have this model, and we bought her as soon as she was available. She was black and gold, and whenever we had her on the water, she always drew a lot of attention and admiration.

We have been attracted to Riva yachts because we know the family. But it is a question of beauty; we feel the Riva best represents who we are as Italians and our history of design in yachting.

My favorite cruising ground is Sardinia. **My favorite port** is Alghero in northwest Sardinia, a beautiful medieval city with so much historic architecture and ancient towers on the coast and it is always full of activity. But I also love Capri. I have a lot of fun there with my friends; there are many VIP events and the island has quality shopping.

My most memorable yachting experience is the circumnavigation around Sardinia. (It lasted) for about two months, starting at Cala Gonone, then along the Costa Smeralda. It was the best and most beautiful trip in terms of discovery that I have ever experienced — every day a different cove, every night a different port.

Some of the craziest things I've ever done include a time in Sicily when my then-boyfriend and I decided to celebrate New Year's Eve by driving through the snow and forest to the top of Mt. Etna in a Jaguar XJ I had at the time. Another time I was swimming in Miami with a friend and we got caught in a violent rainstorm; the rain was so heavy, it would bruise your skin. It was a storm people still remember and yet that night I performed to a full house at Lincoln Theater.

My favorite wheels is a recently purchased black Rolls-Royce Ghost. We also have a Bentley Coupe, a Mercedes CLS Spider and a small Smart car for running around in the traffic of Rome.

My drink of choice is wine. We produce a red wine in Tuscany, and I also drink prosecco. I often go to Dal Bolognese in Piazza del Popolo for the ambiance but **the best restaurant in Rome** is my house. My cook for the last 30 years makes delicious dishes.

My favorite watch is a Cartier, the one with the roman numerals from years ago. I have always had a great affection for this watch. It is my prized possession.

When it comes to fashion, I wear a lot of Dolce and Gabbana, but I also like Moschino. For my performances, I don't have a specific designer; it depends on the theme of my performance. The dress for my last one was by Alberta Ferretti.

The last book I read was a gift from the author, financier Ennio Doris, called *C'e Anche Domani*, which means "there is also tomorrow." It is the story of how he rose from childhood poverty to becoming one of the richest men in the world. He is a beautiful man, a cancer survivor. I like books that are about people who survive the human tragedy, who are tenacious with a grand force to combat the challenges in life.

My favorite sport is swimming. I love to swim, that's why I love Miami. I can swim for hours and not be worrying all the time about boats close by in the water.

My mantra is don't ever debase yourself, don't lament over things, you must always move forward and live life to the fullest. To receive beauty in life, you must give beauty.

PHOTOGRAPHS: BEN AVELING/GFDL VIA COMMONS (CIRCLE TOP), SHUTTERSTOCK/S-F (THIRD FROM TOP), SHUTTERSTOCK/FOTOMAK (INSET LEFT), COURTESY OF ROLLS-ROYCE (INSET BELOW RIGHT), INGIMAGE/GIVAGA (BOTTOM RIGHT)



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